Heaven Knows

MAGAZINE & JOURNAL

SMITH-EREENS RECORD

AND THE

BRITISH COLUMBIA

HIGHWAY GUARDIANY

British Columbia's Only Journal on Road History

Done at Last.

Route 7 four lanes out to Mission

Johnny Marr Auctions Most Of His Guitars. How much will be raised? Is it going to the right people?

Manic Morrissey - So out of control that he deleted his own post

Snippet: Kaslo and Nelson Linked 100 years ago

The Annacis System/Alex Fraser Bridge @ 40 Series:

Part 1 - the Queensborough Bridge - The saga from 1953-present

Heaven Knows

SMITH-EREENS RECORD

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HIGHWAY GUARDIAN

Proprietor Keg

by

MAGAZINE & JOURNAL

THIS photo is a postcard by Estelle Dickey and published
by Stelling Agencies. It shows the current 1960s Downie Creek Bridge on route 23. Credit:
Beckys Thrifted Boutique on EBay (on sale at Jul. 18 (no affii.)

Cover top: Unknown Photographer, posted February 11, 2020 by "Todd Evans"
https://www.facebook.com/photo/?fbid=10157847766545516&set=pcb.2266409743661733

Bottom Cover Photo: Photo by Dennis Sylvester Hund, January 2005,
https://www.flickr.com/photos/dennissylvesterhurd/39953558/

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July 24/25, 2026

ISSN: *soon baby*

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United States: Section 107 of the Copyright Act, 1976

Email me comments, critiques, opinions!

Eventually, I will try to publish your thoughts, responses and reminiscences. For the Smiths,I may take large contributions in the future. I foremost hope to hear from 'old-time' fans who found the band in the '80s.

E-MAIL:

smith-ereens.record.bc.highway.guardian[at]proton.me

NEW!! –Substack - all updates and posts from time-time
https://substack.com/@heavenknowszinejournal

Tumblr Blog is: (need to use it more)
https://smith-ereens-rec-bc-hwy-guardian.tumblr.com/

Full Magazines and Papers at my Internet Archive
https://archive.org/details/@smith-ereens_record_bc_highway_guardian

I don't use Isssu, why'd I put that?

Links posted here are my accounts - I have a Reddit linked on my Substack too

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THE HEADLINES

- Gordie Howe Bridge finally opens after too many NHL seasons - was blocked by classic corruption; Canadian Ceremony occurred on July 24. Opens July 27.

- Canada murders Qatar, Falklands conflict possible, Spain plays mindgames with Argentina
- Ophelia - a new Johnny Marr song July 24 (he's already played it in concert). Good. Nice somewhat innovative (hmm) riff. Marr is releasing a new album this Fall.

Manic Morrissey

COMMENTARY - KEG

Parody: [a] writing, music, art, speech, etc. that intentionally copies the style of someone famous or copies a particular situation, making the features or qualities of the original more noticeable in a way that is humorous Cambridge English Dictionary

Did you see the Morrissey Central blog post he wrote listing everyone (barely) he hates? Well, it wasn't him. It was a parody - and a blood good one. I thought it was real (although I should have known better).

Kate Bush, C418, Princess Diana?

Those names surprised me. I don't probe people on their opinion of Diana, but I hear that most people hold her in great regard. Morrissey does hate Kate Bush. Actually, 'did or

may still'. Far Out suggests he called her 'unbearable' in his writings with Robert Mackie in the early 1980s.

C418 - why? How could he? I don't know how or why or if…

Funny Morrissey idiocy. Well it was a parody of him. Apparently he had his legal take the parody down (where it was hosted I know not). I should've known better because "Lisa Simpson" was in there. Naming the character and not the writers who wrote that episode seems a a bit too shallow for the boy with a thorn 20 inches into his torso. But we would soon get an actual taste of Morrissey eyerolling medicine.

The Art of Forgery. A post so out-to-lunch that he deleted it out of shame or regret, or someone made him delete it. That's the next level. To quickly summarize:

THIS NEW DOCUMENTARY IS SLANDER [there is a 'new' Smiths doc coming out allegedly] . UP YOURS GRANT SHOWBIZ AND JOHNNY MARR! HOW COULD YOU FORGET ABOUT ME? I AM THE SMITHS. THEY WERE MY IDEA. ALL MINE. MY MUSIC. JOHNNY MARR WANTS TO DESTROY MY CULTURAL LEGACY. HE IS DIVIDING THE FANBASE TO DESTROY THE SMITHS - I MEAN MY CULTURAL FOOTPRINT. ALSO I DIDN'T PUT THE LETTER ON ANDY'S CAR.

Somehow he got the news of this documentary.
Months ago, he also got the news that Johnny Marr doing an interview, naturally with Guardian a Stasi functionary (Morrissey will never know the torture the Statsi inflicted on East Germans). Naturally he snapped and I actually wrote a response to his desecrating (or trying to, he didn't get very far) of the historical record. Marr and Andy went to Rough Trade in late winter early spring 1983 to deliver Hand in Glove to Geoff Travis. So, Mozzer declared that he was the one to go with Johnny. All sources and accounts support Andy going down with Marr. I wrote the squibb for May but didn't publish it was written before the parody and the crashout in June even happened. I cannot publish it in this edition because it'd make it too long.

Conclusion? Just another Morrissey Manic Monday. He wishes it was Sunday.

I don't know what it is, but I've seen nothing that Marr has done that can outdo what he accomplished in The Smiths. Stephen Street sure knows how to impersonate him though.

Lougheed Highway (7) is Four Lanes to Mission

Lougheed's widening has matched the time Odysseus could've taken to take 5 ½ laps.

IT'S official. Highway 7 has four-lanes open to Mission.

The 266th Street to 287th Street project is complete.

M2K Construction, Ketch Court Coquitlam, was awarded a $55,551,762.50 contract for the work on September 14, 2022 according to B.C. Bid.

$106.41 million. The Province of B.C. is contributing $77.2 million, with the Government of Canada contributing up to $29.2 million
https://www2.gov.bc.ca/assets/gov/transportation-infrastructure-projects/highway-7-widening/hwy-7-design-update-2022-06-28.pdf

On Thursday, June 25, the ministry said the project budget remains at $130.19 million, including $100.98 million from the province and $29.21 million from the Government of Canada.

https://mapleridgenews.com/2026/06/27/maple-ridge-highway-7-widening-project-in-its-final-stages/

JOHNNY MARR AUCTIONING MANY GUITARS ES-365, RICK 360, CHERRY RED LES PAUL 1984 TO GO - SOME PROFIT TO CHARITY - BUT ARE THEY THE RIGHT CHARITIES?

All prices in GBP unless otherwise stated.

Johnny F. Marr is auctioning the majority of his guitars on September 26, 2026 at 14:00 British Summer Time

It was announced June 22, 2026. Christie's, the long-lived auction house who handled the David Gilmour sale a few years back and the mental Irsay sale this March is undertaking the endeavour. In the latter they yielded Gilmour's Black Strat for $14.5 million USD.

Part of the profits from the sale goes to two British charities, being The Guide Dogs for the Blind Association #209617 and The National Autistic Society #269425.

However, that amount is the hammer price (final auction price) of ten of the 95 total lots (sale items). That means (if we're correct), only 9.5% of the auctioned lots will go to charity.

That doesn't mean only 9.5% of the profit from the auction will go to charity. Potentially, assuming each guitar represents a single lot, we postulate that about 532,000 or even more could be raised if ten valuable ones are donated.

Furthermore, it's odd that only ~80 guitars will be auctioned, when there are 95 lots for sale. This discrepancy cannot be explained until Christies unveils them, at a point after this article is published

To quote the Christie's Press Release dated June 22:

"Comprising around 95 lots in total, estimates range from £1,000 to £150,000 . Johnny Marr will donate 100% of the hammer price of 10 lots to benefit The Guide Dogs for the Blind Association and The National Autis tic Society (registered in England ; charity number 209617 and charity number 269425 respectively). Highlights of the collection will be on public view in New York from 25 June to 1 July, before returning to Christie's headquarters in London for the pre -sale exhibition – which is free and open to all – from 9 to 16 September."

Why is Marr selling them? According to Marr via the Christie's Press Release *"…The book turned out to be a cathartic experience and when it was time for these beautiful instruments to go back into storage, I couldn't imagine them being put away and left unplayed. It's bittersweet to be parting with these guitars but I want them to go to new homes and new people who will love them as much as I have. I hope they bring as much joy, inspiration and fun* *– and new songs – as they have given me."* He seems to not want to have them put away in a closet. And, - well - **whose good homes?** Good closets? To quote Amelia Walker who is managing the sale and has worked with Marr on it:	*"... it's been a kind of long ahh.., long conversation with Johnny, who I think, as he says ever since he wrote his book Marr's Guitars in 2023, has been kinda thinking - he doesn't really want all these beautiful instruments to go back in their cases, so it's been something that we've been chatting for a little while now, and now we're pleased to be able to share it with everyone."* We can postulate other reasons. Downsizing, good will, being out of cash. That is a pessimistic one. As to Walker's view as to if he didn't want to sell some of those being auctioned: *"No I think, well - I think he himself says he doesn't look backwards, but I think there are some here that are a bit of a wrench [sad to leave]…" - Amelia Walker (The Music Zoo)* Some people on social media have also expressed that they have thought such an auction would happen after the publication of his hefty book in 2023. Others are shocked Marr would offer the ES-355 for sale to easily given its immense significance to him and fans.

Good People? Right charity? Handmaster Ritual?

It's hard to believe there is controversy in the sphere of Autism advocacy but there is.

Be it the detested Autism Speaks or criticism of a lack of self-identication within the leadership of advocacy orgs.

Any Smiths fan will tell Headmaster Ritual Describes the treatment of students by their school staff as seen by its lyricist, Morrissey. It speaks not only by his experience, but also by his bandmates and others. In his autobiography, Mike Joyce detailed that he was flogged in the back of the head so much that his mother came in to protest her son's brutalization. This would be categorized as a serious assault and would make news headlines nowadays.

Before divulging the following: it should be known that Marr's niece Jodie (daughter of his sister Claire) has what appears to be lower functioning Autism. When Jodie's school transport supports were axed over a decade ago, Marr simultaneously mentioned it during a gig where he censured David Cameron (a man prohibited by Marr himself from being a Smiths fan).

(Dobson, Charlotte. *Manchester Evening News, October 12, 2015, https://www.manchestereveningnews.co.uk/news/greater-manchester-news/johnny-marrs-sister-hits-out-10240883)*

His choice is clearly made out of love for someone very close to him. Yet to put it lightly, the NAS has had a flawed track record.

Psychological and physical abuse has happened under the watch of the NAS - against vulnerable persons with Autism by those in positions of care.

In February 2018, the National Autistic Society admitted to abuse at a residential facility called Mendip House in Somerset. It was part of their Somerset Court campus of facilities, a specialized estate for persons with forms of autism. Workers had physically, psychologically and financially abused the clientele, reportedly numbering just six. A clique had formed and the abuse continued until whistleblower[s] were finally heard and the facility eventually shut down.

Being thrown into pools..the tip of a sordid iceberg… swimming pools!

What was alleged was brutal. The accusations are included in the sources contained herein. Unfortunately, criminal charges were never laid after police looked into the situation (for 1-2 years, so typical of a British Police force). The people who lived in the house would've been "non-functional" enough to need to be in the place

Back in 2016, the facility had closed after the abuse started to be looked into. It led to a report by the Somerset Safeguarding Adults Board (SSgAB) which censured the actions of staff, the NAS and health services.

A year-and-a-half later, Helen Burnell, a woman who had spent 45-years of her life at the Somerset Court Campus choked to death on a sandwich. The SSgAB issued another report on the choking incident in 2025. They detailed that their previous report wasn't listened to at the campus. The chair of the SSgAB was satisfied that many changes has been made as of 2025.

The NAS closed Somerset Court in 2020. The site had been in-operation since 1974.

Has the NAS learned from this? Can they prevent such horrors from happening today? Did they cover it up?

Has Johnny Marr heard of the scandal, and if so has he made his decision with due consideration?

Frankly, it can probably be said that 99% of the people who work and volunteer for the NAS had good hearts. The organization has apologized for what has happened. The critical question still remains however - can it prevent this sort of thing?

Bradley, Ruth. "Autistic woman died after choking care plan ignored." *BBC News,* June 24, 2025, https://www.bbc.com/news/articles/c1mz57dg074o

Bradley, Ruth. "Home for autistic adults to close after 50 years" *BBC News,* June 24, 2025, https://www.bbc.com/news/articles/cwye9px23y1o.

"Highbridge's Mendip House staff 'engaged in cruel behaviour'". *BBC News,* February 8, 2018, https://www.bbc.com/news/uk-england-somerset-42974755.

"Highbridge's Mendip House to shut over failings and abuse inquiry." *BBC News, August 8, 2016,* **https://www.bbc.com/news/uk-england-somerset-37011227**

McGrail, Ben. "Major safeguarding failures found at Somerset care campus after woman chokes to death." itvNews,
" June 24, 2025.
https://www.itv.com/news/westcountry/2025-06-24/review-into-care-campus-reveals-safeguarding-failures-after-woman-60-dies

Morris, Steven. "Somerset care home staff bullied autistic residents, review finds."
The Guardian, February 8, 2018.
https://www.theguardian.com/society/2018/feb/08/somerset-care-home-staff-bullied-autistic-residents-review-finds

How Much Are Marrs' Guitars?

The question of the hour.

Christies has highlighted twelve high value guitars on their website (as of July 14)
The big ones that deeply affect the community are in bold.

The starter Gretsch Atkins Super Axe Model 7680, orange 1977, (Semihollow)

20,000 - 30,000 *this is the first one he played in The Smiths, including the stiletto show*
The Big Daddy of Jange - Rickenbacker Model 330, black jetglo, 1982 (Semihollow)
60,000 - 80,000
The Seymour Stein New York - Gibson ES-355 TDSV, 1959 (Semihollow)
100,000 -150,000 (big range)
Angie's Gift/How Soon is Now? - Griffin's Guitar Telecaster Pattern, Green, c. 1984
20,000 - 30,000
Acoustic Gibson J160-E (how do you describe this colour pattern?), 1963
20,000 - 30,000
The composer - Acoustic C.F. Martin & Co (Martin) D-28, 1971
30,000 - 50,000
Epiphone E 230-TD Casino, 1963
20,000 - 30,000
Hollowbody Gibson ES-295, goldy colour with big dent, 1952
20,000 - 30,000
Hollowbody Gretsch Chet Atkins 6120, 1960, woody colour
20,000 - 30,000
Fender Startocaster - sunburst with white (what do you call that?) body c. 1963-85, neck 1957.
30,000 - 50,000
Fender Jaguar Johnny Marr Signature Guitar, fever-dream yellow, 2021
8,000 - 12,000
Fender Jaguar Johnny Marr Signature Guitar, comet sparkle 2017
8,000 - 12,000

Not mentioned is his **iconic 1984 cherry red Gibson Les Paul Standard. You have seen it. A guesstimate: 70,000?**
Others so far:
non-pickup Fender Stratocaster (Noel Gallagher 9 pickups, 18 switches 7,000-8,000 (or thereabouts
Cream coloured "New York Stickered" JM Signature Jaguar - 10,000-15,000
Double Neck Fireglo, Rickenbacker 362/12-6 double neck, 1976. One neck is 12, other 6 6-8,000
Rickenbacker 370/21 12-string. Black/white, 1989, 6,000-8,000

Rickenbacker 335 Mapleglo, 1966 6,000-8,000
Double-neck Gibson EDS-1275, Cherry red 1993, 5,000-7,000
Two Sig' Jaguars, one sherwood green, one black. 8,000-12,000 each

Prediction of price (or a guess)
Using the full estimated price for the twelve main and the 8 other high-light guitars, added up they make 610,000
Using the 80 guitar figure, there are 60 remaining uncalculated guitars.

For our purposes, let us assume a price of 4,000 That keeps a low average value in-comparison to the big twelve, and accounts for any possible low balls on the big twelve that could occur:

60(4,000) = 240,000
610,000 + 240,000 = 850,000 = a
Add in the 1984 red Gibson estimated 70,000

a+70,000 = 920,000

Really though, it's entirely possible the price could reach 1,000,000, or perhaps or - or less

Precedence for sales can't necessarily predict realized prices. To highlight this, Gilmour's collection when he auctioned it in 2019 took in about $21.5 million. That price was ⅔ cannibalised by the sale of the Black Strat at auction this year.

Things are hard to predict.

A 1,000,000 fetch price is probably what can be expected. Maybe a little less, or potentially a lot more. It depends on how the rich people bidding view Marr. As someone to worship, someone they appreciate, or someone to swindle and make a buck on. Clearly the Black Strat appreciated dramatically.

The David Gilmour Guitar Collection sells for $21.5 million. " *Christie's,* christies.com, June 21, 2019, https://www.christies.com/en/stories/david-gilmour-collection-auction-results-2cbfd7770850419dbc5b91a607c8827f. Accessed July 16, 2026.

"Marr's Guitars The Johnny Marr Collection." *Christie's,* christies.com, June 2026, https://www.christies.com/en/events/marrs-guitars-the-johnny-marr-collection. Accessed July 14, 2026.

"Marr's Guitars: The Johnny Marr Collection - Auction Page." *Christie's,* christies.com, June 2026, https://www.christies.com/auction/marr-s-guitars-the-johnny-marr-collection-24434-cks

The Music Zoo. "Johnny Marr's Walkthrough at Christie's with The Music Zoo." *youtube.com,* June 30, 2026, *https://www.youtube.com/watch?v=qHlbXoZa0sA*

100 years of the Balfour-Kaslo Highway (31)

July 29, 2026 marks 100 years since the ribbon cutting on the newly built Balfour-Kaslo or ("Kaslo Nelson") highway occurred.

At the ceremony at Ainsworth 100 years ago was the mayors of Nelson and Kaslo; Premier John Oliver, and Lieutenant-Governor R. Randolph Bruce. The Nelson Daily News reported 100 cars came to Kaslo that day - an amount which was a shocker.

Bruce's niece Miss McKenzie did the ribbon cutting. There were five tons of cherries, a silver gift for Miss McKenzie and a telegram from Jullian Byng, 1st Viscount of Vimy, Governor-General of Canada. He regretted being unable to attend

"Kaslo Nelson Highway Officially Opened." AND "Miss M'Kenzie Cuts Tapes at Ainsworth Arch, *Nelson Daily News,* July 29, 1926, pp. 1, 2. https://open.library.ubc.ca/viewer/nelsondaily/1.0402952#p0z-7r0f:

"Nelson-Kaslo Road Opened." *Vancouver Evening Sun,* July 29, 1926, p. 16.

And on this day (July 24) 100 years ago!

An extension of Marine Drive in West Vancouver is completed on this day. It reached Whytecliff Station near Horseshoe Bay – which was located near Gleneagles Community Centre or the No. 2 Fire Station. The highway was yet to be extended to Horseshoe Bay or Whytecliff proper.

Goodman, John. "Iron Road West tracks the history of railways in B.C." *North Shore News,* December 14, 2018. https://www.nsnews.com/local-arts/iron-road-west-tracks-the-history-of-railways-in-bc-3089996.

Unknown. "The Whytecliff Road." *The West Van News,* July 23, 1926, pp 1, 6. (Letter) https://archives.westvancouver.ca/viewer?file=%2Fmedia%2Farchives%2FPDFs%2FWest%2520Van%2520News%2FVol%252001_Issue%252016.pdf#page=1

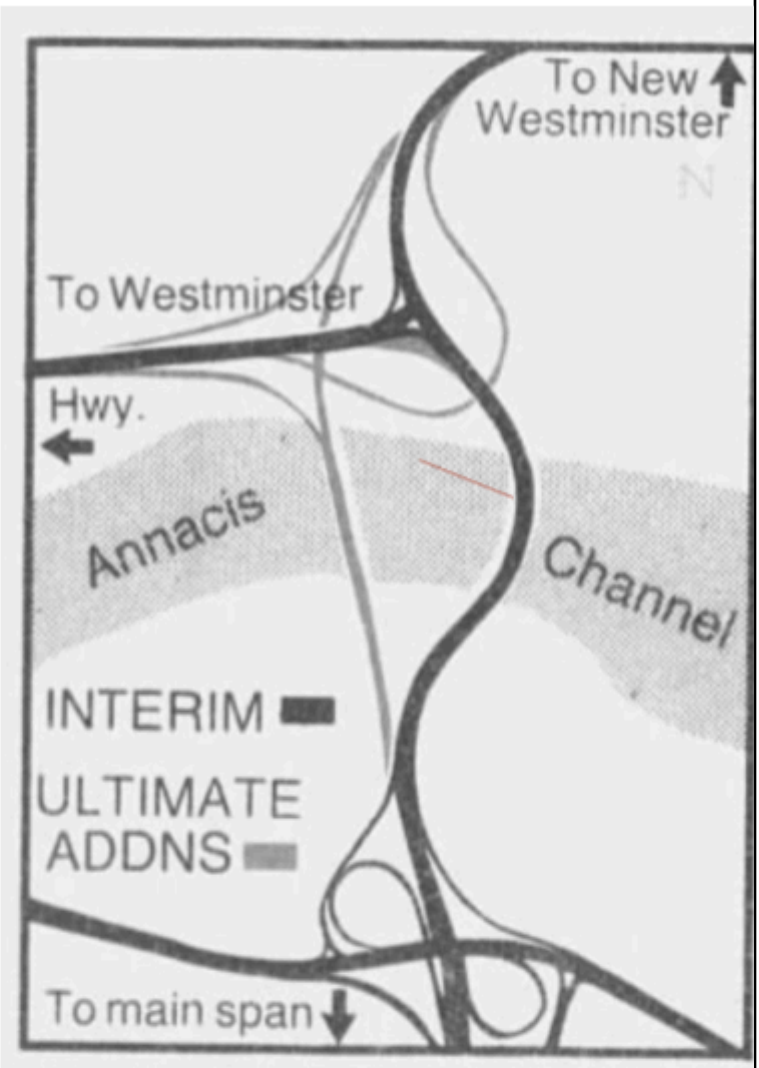
"Marine Drive Extension Now in Use." *The West Van News,* July 30, 1926, p. 1. https://archives.westvancouver.ca/viewer?file=%2Fmedia%2Farchives%2FPDFs%2FWest%2520Van%2520News%2FVol%252001_Issue%252017.pdf#page=1

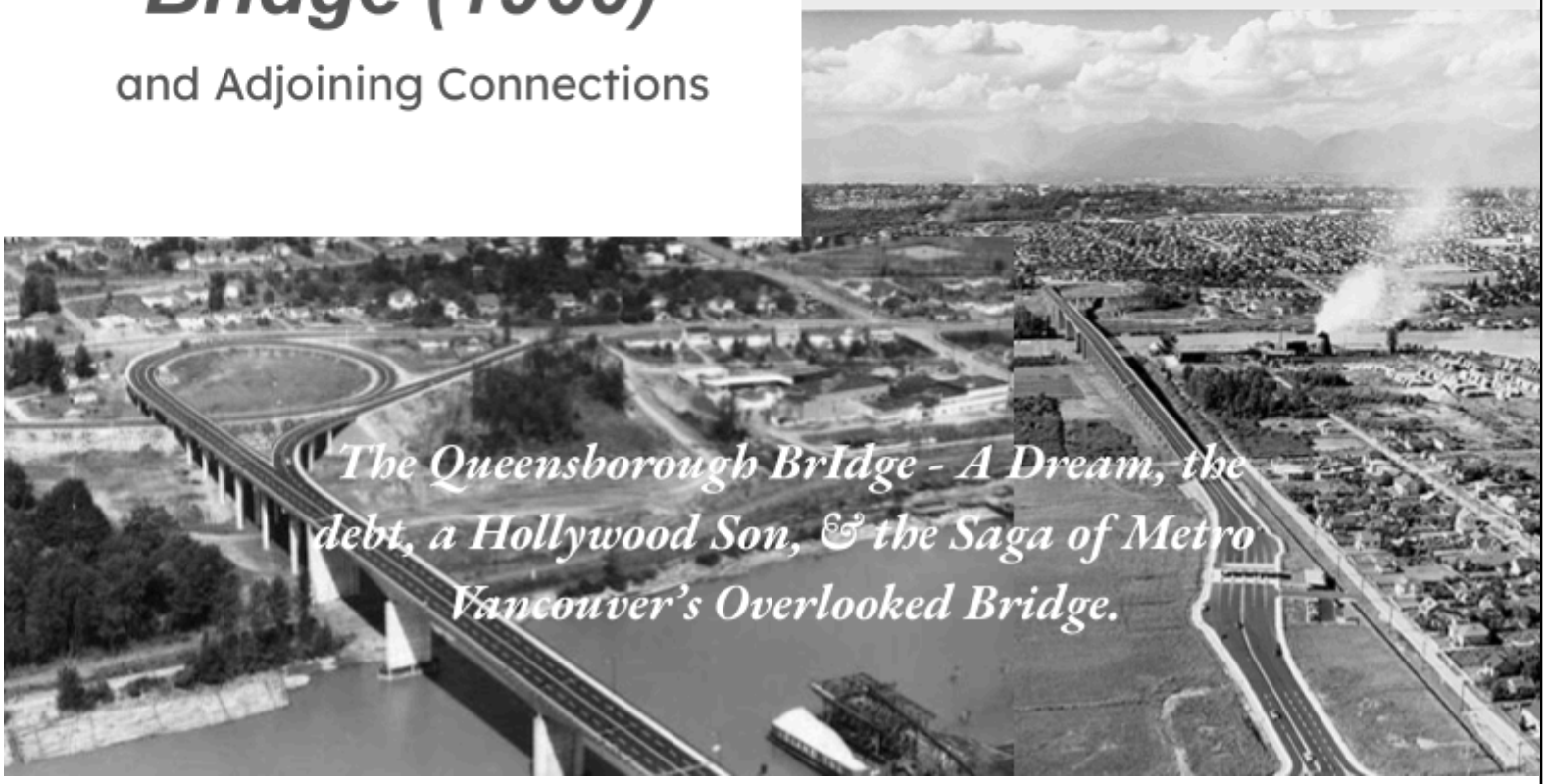
Heaven Knows Magazine & Journal presents:

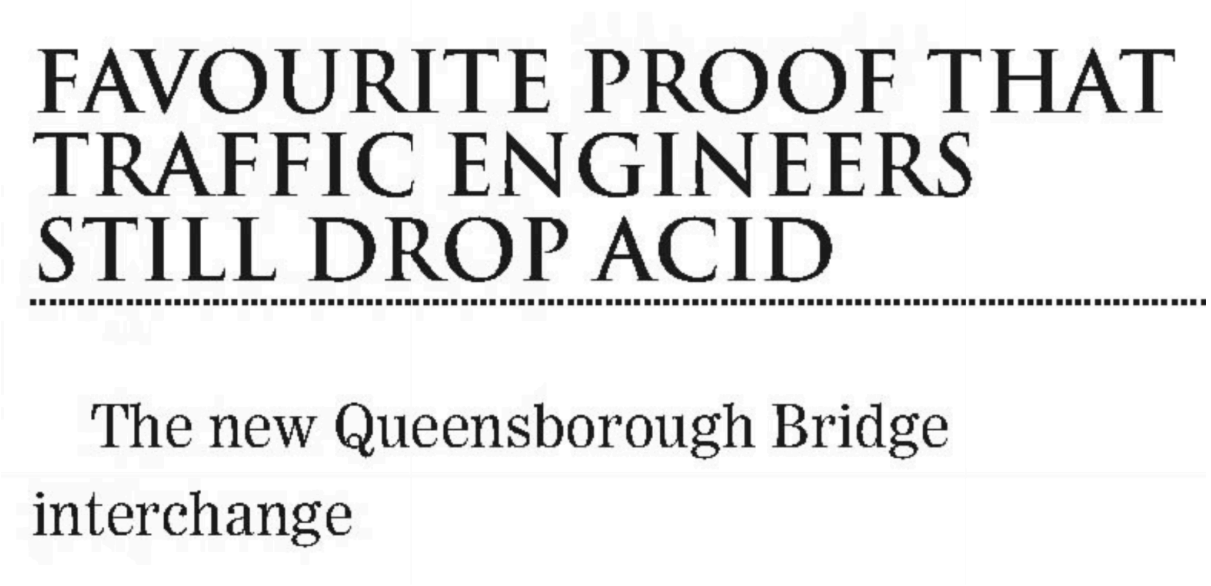
The Alex Fraser Bridge & Annacis System 40-years Part 1

The History of the Queensborough Bridge (1960)

and Adjoining Connections







FAVOURITE PROOF THAT TRAFFIC ENGINEERS STILL DROP ACID

The new Queensborough Bridge interchange

Write your own joke: Burnaby News-Leader, September 25, 2008, B9.

Thank you to:

New Westminster Museum and Archives

MOTT

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MAP: Adapted map showing present traffic destinations by colour at North End Queensborough © OpenStreetMap Contributors 113

IMAGE: North end of the bridge facing south during construction

This frankly gorgeous view shows the progress of construction. If the date is correct (hopefully it is), this image is a prime example of the expediency of the bridge's construction. The bridge was finished and opened six-weeks ahead of schedule. Note the houses in the bottom right. They were not demolished until c. 1985 when the Ministry of Transportation and Highways had the northside expanded.

"Queensborough Bridge During Construction." March 11, 1960." George Allen Aerial Photos. *Richmond Archives.* New Westminster Harbour Commission fonds, *https://archives.richmond.ca/archives/permalink/46728/*

IMAGE: Photo of the bridge's end and trumpet facing SSW likely after opening in 1960

Note the colour of the steel spans. When the bridge opened a newspaper mentioned it had the same paint scheme as the Oak Street Bridge (an orange and grey one). Compare the "hue" with the image of the Oak Street Bridge below.

LeBlanc, Don. "Aerial View of the Queensborough Bridge." NWPL Heritage Collection, New Westminster Archives, 1960? Record 99415. https://archives.newwestcity.ca/permalink/99415/

Image of the Oak Street Bridge, Queensborough's sister span

Oak Street Bridge with a similar paint scheme
Fisher, T.B.J."Oak Street Bridge." June 1957, Richmond Archives 2003 20 3.
https://archives.richmond.ca/archives/permalink/51955/

Measuring up

Before our story begins, how long is this bridge? Or even how long has it been in the past?

NOTE: for our purposes, the length of the bridge given herein will include: the length of the bridge from the southern end to the northern abutment at the trumpet interchange (spans 1553A, 1553B & 1553C); the span to New Westminster/Stewardson Way (1553D) will also be counted; then the overall of A, B, C, & D will be listed.
Most material includes the New Westminster exit span listed in the overall length.

The Queensborough is technically considered to be four separate structures. 1553A the southern approaches, 1553B the main spans; 1553C the main north approaches; 1553D the Stewardson Way/New Westminster exit

Calculated overall length as built designed 1959 -> 1960
According to contract drawings drawn by Phillips, Barratt and Partners in January 1959

Structures 1553A, 1553B, 1553C
1960 Length: 2994.8125 ft (2994' 13/16") / **912.81885 m (912818.85 mm)**

TOTAL LENGTH
(Including Stewardson approach (incl. 1553D @ 73.152m * 4)): 3234.8125 ft / **985.97085 m (985970.85 mm)**

Total length was given as 3032 ft long.
(Vancouver Sun, Aug. 25, 1960, p. 27)
Perhaps we're wrong? *We may have erred, but that's part of the fun for you - double checking.*

Span Details from 1960 as-builts (main arch girder spans bold)
From trumpet approach abutment (N) to toll booth abutment (S):

60’ * 5 ; 56’ 8 ½ “ *1 ; 55’ 11 ¼” * 1; 56’ 8 ½“ *1; 76’ *1; 83’ 6” *1; 76’ 6” *1;
186’, 300’, 186’ 60’ 1” *1; 60”*24; 59’ 1”; 58’ 3½“ *1
27 south approach spans, 11 north approach spans, 3 main, 4 Stewardson/1553D (45 total spans)

North curve approach to Stewardson Way/New Westminster (1553D) 60’ @4

-Main bridge roadway 48’, 2” curbs 5’ 1”*2 sidewalks
Total 58’ 6” (roadway 14.021 m)
-North three lane trumpet approach roadway width (1553C)
36’ roadway, 2”*2 curbs, 5, 5’ 1” sidewalk,1&¼“ railing
41’ 4&¼” total (roadway 10.363 m)

-North Stewardson/New Westminster bound curve (1553D)
26’ roadway’, 2”*2 curbs, 5, 5’ 1” sidewalk,1&¼“ railing
(roadway 7.315 m)
31’ 4¼” total width
Phillips, Barratt & Partners. “1960 Queensborough Bridge Plans. via *B.C. MoTT,* January 1960, etc. https://www2.gov.bc.ca/assets/gov/driving-and-transportation/transportation-infrastructure/contracting-with-the-province/documents/13079-0001/sched_t3_-_01-1960_queensborough_bridge_record_drawings.pdf. Available on Wayback Machine.

Revised length for 1984-1985 reconstruction

1984 *four spans removed on south approach making* 21, then 4 new realigned ones added that measured (from North to South: are:
18288 mm,
ditto
ditto
.18060 m
Six original spans were removed for the realignment. The total number of spans was decreased by two making 25 southern approach spans.

1553A, 1553B, 1553C: 882.551 m south abutment to trumpet abutment
Stewardson abutment 72.924 m *(1553D)*

Total length
955.475 m inclusive
43 total spans

2009 current length

Unfortunately, different sources cite different lengths.

CURRENT DECK LENGTH - **From WSP/O'Brien, 2016, Appendix A**

[spans] length

844558 mm/844.558 m **(1553A, 1553B, 1553C)**

[25] **1553A =** 457.200 m

[3] **1553B =** 204.825 m

[9]**1553C =** 182.533 m

[4] **1553D (Stewardson Exit)** = 72924 mm or 73152 mm

Total = [41] ***917.482 m or 917.710 m***

O'Brien, Damien. "Queensborough Bridge (#1553) Bridge Deck Evaluation Report Revision 2." *WSP Canada,* November 24, 2016, revised to January 10, 2017. https://www2.gov.bc.ca/assets/gov/driving-and-transportation/transportation-infrastructure/contracting-with-the-province/documents/13079-0001/sched_t3_-_11-2016_queensborough_bridge_deck_evaluation_report.pdf. Accessed July 15, 2026.

CURRENT DECK LENGTH - **Our calculation (from deck length)**

Length 1553A, 1553B, 1553C

845.084 m

Alternatively: 845.9 m total main (Levelton Consulting, 03/2015)

Stewardson Exit *(1553D):* 73.2 m

Total Combined: 919.1 m

Bridge Deck Evaluation Report for Queensborough Bridge #1553." *Levelton Consulting*, May 2015

1553A = 25 spans

1553B = 3 spans (main)

1553C = 9 spans

1553D (Stewardson exit) = 4 spans

Total Spans = 41

CURRENT DECK LENGTH - ***From Associated Engineering Report dated August 11, 2014***

Total 918.1 metres***;***

spans: 3@17.2 m; 29@18.3 m; 3@20.3 m; 3@24.0 m; 2@57.7 m; 1@91.4 m

Goold, Des. *Scour Evaluation Report for 01553 Queensborough Bridge.* Associated Engineering. August 2014. Contained with "Hydrographic Survey of Selected Bridges in BC
Project No. 83106-2401
Queensborough #1553." *Associated Engineering,* March 2025.
https://www2.gov.bc.ca/assets/gov/driving-and-transportation/transportation-infrastructure/contracting-with-the-province/documents/83106-2601/3_queensborough_bridge__01553__hydrographic_survey_report.pdf Accessed July 15, 2026.

It Begins

The neighbourhood of Queensborough is an anomaly. It lies within the City of New Westminster - a city that has been one of B.C.'s bustling urban centres for decades. There is a stark contrast between the city proper & Queensborough - which was until more recently an agricultural and farming community. It is basically in Richmond geographically but attached to a city which had plenty more issues to sort out in its urban mainland where most of the city lives.

First & Second Spans

Over a hundred years ago in the closing days of 1909, New Westminster completed the second Queensborough Bridge. The span was complete with a large steel swing span and replaced the first bridge connecting Lulu Island to New Westminster proper. The bridge was a rail/road bridge and replaced an earlier span.

(The Evening Post, Victoria, Oct. 28, 1909, p. 13) (The Province, Oct. 13, 1909, p. 1) (ibid, Nov. 4, 1909, p, 20) (ibid, Dec. 29, 1909, p. 2) (ibid, Jan. 4, 1910, p. 4) (Vancouver Daily World, Oct. 13, 1909, p. 5)
(ibid. Feb. 22, 1910, p. 2) (Victoria Daily Times, Dec. 31, 1909, p. 2)
(Weekly News-Advertiser, Vancouver, August 10, 1909, p. 1)

It replaced a bridge opened in 1891. (See note 1) The 1891 bridge opened June 22, 1891 according to the Weekly News-Advertiser of Vancouver. (Weekly News-Advertiser, Vancouver, June 24, 1891, p. 5).

The steel contract for the 1891 bridge was given to Messrs. Reid & Currie. They had to deal with a reported 50 tons of steel (assumedly short tons). (ibid, March 25, 1891, p. 5)

Contractor Donald McGillivray was charged with other work for the bridge. (ibid,May 3, 1891, p. 6)(ibid, May 6, 1891, p. 5)(ibid, June 17, 1891, p. 5)
(City of New Westminster (?). "The Dykes of Queensborough." *newwestcity.ca*, n.d. Doc. #117411, https://www.newwestcity.ca/database/rte/Queensborough%20Dykes.pdf)

Chief Commissioner of Land and Works William Sinclair Gore (of Gore Street fame) inspected the 1891 bridge September 5th of that year. (Weekly News-Advertiser, Vancouver, September 9, 1891, p. 5).

Note 1: Some sources online say that the 1909 B.C. Hydro rail bridge that stands today was built in 1891. This is wrong. Take for example "The North Arm will be closed to navigation in about two weeks *[probable error in timing]* when the old bridge will be removed." (Vancouver Daily World, October 13, 1909, p. 5) or how newspapers consistently refer to an "old" and "new" bridge.

But with the increasing population & automobile numbers traffic demand grew. Traffic volumes on the river traffic brought about constant openings of the main span, clashing with the growing needs of Queensborough. Operational misgivings and an ageing bridge led residents to desire something better. A new high-level bridge, or at least a new low-level one.

The 1909 span was also deteriorating.

Near the actual beginning of action on construction and tendering in October 1958, it had a 10 MPH (16.1 km/h) and "10-ton" weight limit. That severely limited large goods vehicles from accessing Richmond and Annacis Island. (The Province, October 4, 1958, p. 1)

In December 1950, Fred H. Jackson was elected as the new mayor of New Westminster. (Vancouver Sun, Dec. 15, 1950, p. 21) (Vancouver News Herald, Dec. 15, 1950, p. 1). Under his tenure efforts to start the construction of the new bridge and find the money to do so would start. The need for a new bridge was underscored in May 1952 when the main after two tugs collided with the 1909 bridge - jamming the swing mechanism. (The Province, May 31, 1952, p. 28) Other barge collisions supported the cause.

By the beginning of December 1953, the city had reportedly obtained 'plans' for the new bridge. The city would now seek funding from the federal government for the project.

Little coverage was uncovered for this article in Vancouver papers around this time. Jumping to late November 1954, Phil Gaglardi attested to the new bridge not being a "provincial matter" (at least in his eyes).

Months later in March 1955, things seemed to have changed quite a bit. Ottawa's Minister of Public Works promised to consider a new multi-party funding deal. Fred Jackson had asked in-person back east that Ottawa chip in on the deal.

The Vancouver Province reported the following deal had been sketched out:
For a $1.5 million high level bascule bridge (the following is what they reported)
–New Westminster - $500,000
–B.C. Electric - $500,000
–B.C. Government - $250,000 on condition Ottawa puts forward the same. (March 11, 1955, p. 45)

It can be speculated that B.C. Electric was putting money towards the bridge because it would carry rail traffic.

The Vancouver Province followed up on the matter in late May 1955 and detailed that the federal government refused to help fund the project. At a meeting with Premier Bennett "last Wednesday" (either the 18th or 25th of May), Mayor Jackson and Alderman Alex Courtney had been told there'd be no grant. However, Bennett instead offered to have the new bridge be a toll span run by the new British Columbia Toll Highways and Bridges Authority; he'd be happy to pitch in $500,000. (The Province, May 28, 1955, p. 4)

Council voted to agree on Bennett's offer in-principle. The Province summarised their agreement (or at least the agreement of individual members) as being based on their desire for "a toll bridge or no bridge at all." (ibid)

No word had been received from B.C. Electric on if they would keep steady on their pledge after the change of plans. Some aldermen also wanted Richmond and Delta to pay some as a good deal of traffic originated there. (ibid)

In late-May, the Queensborough Ratepayers Association (QRA) registered opposition to the toll bridge. Their spokesmen told city council Richmond should pay their share. He made mention of how the city's electorate had voted on the $500,000 New Westminster share under the pretenses of their money going towards a free bridge. (Vancouver Province, May 31, 1955, p. 8) Unfortunately, we did not find other verifiable sources for this suggestion. It certainly could've been the case - as later events will show.

Information gaps obfuscate the narrative. The next uncovered news was in December 1955, where just days before Christmas Eve it was broadcast that council had approved plans. Construction on the new bridge was expected to start within a month. Jackson reported the city was $300,000 short but still expecting B.C. Electric to pitch-in,

along with industry in Queensborough. They still needed to wait for Federal approval. (Vancouver News Herald, December 21, 1955, p. 1. Home Final Ed.)

OLD BRIDGE PATCHED UP
Lulu Bridge Back in Operation Saturday
With Or Without Ottawa
Tenders Monday For New Span
—MAYOR JACKSON
'Fed Up To Teeth' With Stall
The British Columbian
Lulu Bridge Fixed
RATEPAYERS CLAMOR FOR ACTION
Lulu Island To Discuss Bridge
'LULU' GONE AGAIN
It's Wrecked Again
Old Span Would Go To BCE
'Opposition Won't Stall Crossing'
YES? NO? OR MAYBE?
NEW QUEENSBOROUGH SPAN

IMAGE: Collage of Queensborough Bridge articles in the British Columbian from March 1956 to May 1957

(Re)Claiming the New Westminster Waterfront. "Queensborough Bridges, Past & Present." *youtube.com*, September 30, 2014, https://www.youtube.com/watch?v=_H735s21Ufw. Occurs at 6:49.

'56 Fun

In late March 1956, Jackson heard from Ottawa. They had approved the plans for the span. Jackson still expected that Ottawa would need to approve the immediate issuance of tenders as to award contract(s) for the new bridge. (Vancouver Herald, March 27, 1956, p. 1, Home Final Ed.)

What type of bridge?

A seemingly counterproductive dispute soon arose. What type of bridge would the new one be?

We know what the Queensborough we got is. It falls into the classifications of an “arched steel box girder bridge” and a ”steel haunched girder bridge”. (Observations of other similar spans via Google Images)

(“Queensborough Bridge.” *Structurae,* https://structurae.net/en/structures/queensborough-bridge-1960. Accessed July 8, 2026.)

It need not open for ships because it is high enough to accommodate ship traffic.

But what types were they thinking of? What was this dispute about?

Well it appears it was over the choice of a low level or high level span.

The Province reported that on May 16, 1956 a meeting was held between the city, the North Fraser Harbour Commission, B.C. Electric, the Towboat Owners Association (Apparently),and Tom Goode, MP for Burnaby-Richmond to sort out the issue. The outcome was an agreement by all parties. It was to be kept secret, but The Province reported that New Westminster was “revert[ing] to its original plans” for a rail/road bridge (presumedly being the bascule mentioned previously).

The Province continued and outlined the pecuniary agreement outlook for mid-May:
-Victoria would match a Federal grant or put $300,000 for a highway (only) bridge
-New Westminster would put $500,000
-B.C. Electric: a similar amount to New Westminster

But the Vancouver Sun reported
-Victoria $300,000
-New Westminster $500,000
-B.C. Electric $300,000

Tom Goode was not actually the MP for the area the bridge was in. That was federal Socred George Hahn (New Westminster). Hahn was incensed that Goode was playing such games.

(Vancouver Sun, May 17, 1956, p. 48) (The Province, May 18, 1956, p. 12)

New Westminster council decided May 25 that they’d build their own choice of bridge. The Vancouver Sun quoted Fred Jackson as committedly proclaiming: “we cannot say what kind of a bridge will be built, but we are determined to build it.” (Vancouver Sun, May 25, 1956, p. 2)

Unfortunately, not enough light could be shed on this debate herein. The Columbian newspaper and council minutes hold answers.

And the Vancouver presses went silent on the issue – again.

Property acquisition

A very small "sniplet" from the British United Press on page 9 of the Vancouver Herald details that aerial photos had been collected for property acquisition - according to Mayor Jackson. (Vancouver News Herald, July 5, 1956, p. 9)

Property acquisition began in 1957. In June, war veteran Frank Muten turned down an offer from the province for his properties. $12,000 for 12 small lots was not enough for him. The issue prompted the arranging of a meeting between him and Phil. Gaglardi. Mutton told the Vancouver Sun in September 1957 that a $14,000 offer by Gaglardi himself was still not palatable to him. (Vancouver Sun, Jun 12, 1957, p. 25) (ibid, September 14, 1957, p. 9) It was reported that the final land purchases for the south approaches were approved in late July. (The Province, July 27, 1957, p. 45)

Later on however, it was reported that plans to have 10 ½ acres purchased for approaches was approved by council in January 1959. (The Province, January 27, 1959, p. 5)

As detailed in our coverage of the reconstruction at the north end c. 1985, a number of houses that laid within the interchange had remained within it until the Ministry must have expropriated them in the 1980s. Could the ones that were left alone in the late 1950s just on the western side of the trumpet loop be Muten's lots? It can't be definitely said without actual proof. It is an oddity nonetheless.

Two residents came forward to the Sun to outline that extremely depreciated their property values.

Engineering & consulting firm Phillips, Barratt and Partners (PB&P) was charged with designing the span. They were actively involved *by* April 1957 or perhaps even far earlier than that. Many of their assorted plans for various projects were damaged by water from a fire early that month. (The Vancouver Sun, Apr 09, 1957, p. 2) They had also designed the Oak Street and Moray Bridges along with the Overlanders Bridge in Kamloops. (The Vancouver Sun, Jun 28, 1957, p. 10) (Kamloops Daily Sentinel, November 21, 1961, p. 18,Overlanders Bridge Supplement?)

July 1957 saw Mayor Jackson promise that tenders would be called in August. (The Province, July 11, 1957, p. 8) No tenders (that we know of) were called - of course.

In October, Premier Bennett again offered to build the bridge under the B.C. Toll Authority who would run the new span until tolls were paid off. Once the tolls were paid off & gone, New Westminster would take control of the bridge. City council was happy and the offer was soon put before voters for non-binding approval. (The Province, October 30, 1957, p. 1)(ibid, October 16, 1957, p. 31)

The referendum to greenlight the enactment of four bylaws (including a $2,000,000 bylaw for the bridge) was held on December 12, 1957. The city's electors voted to approve the construction of the new bridge at the ballot box. (Vancouver Sun, December 13, 1957, p. 29)(The (Province, Nov. 25 1957, p. 7) The existence of the unverified earlier $500,000 vote is at least validated by this referendum.

With formal acceptance by the voters, the planning of and going through the trials and tribulations of getting the bridge built could now unfold. However, the best laid plans of mice and engineers face changes.

How many Lanes?

Around the dawn of 1958, city council wanted the number of lanes to total 4 instead of the 3 they previously planned. The Province Newspaper reported that PB&P had already drawn plans for the three-lane bridge and that the land needed for bridge approaches would increase from 3 acres to 5. Furthermore, the cost would go up to $3 million. Council needed to approve the four lane. The revision was something which the toll authority would bear the burden of construction.
The Province, January 09, 1958, p. 1)

Council approved the revised lane arrangement on January 13, 1957, also asking the province to "'finance' the extra land" required for the widened approach . (The Province, January 14, 1958, p. 6) It's not exactly clear how the extra two acres affected property purchases after this. In the end about just shy of a dozen houses were left inside of the interchange - two were at the eastern end and nine others at the west. (BurnabyMap Aerial Photos 1965)

The Province reported on January 17th that Gaglardi had assured that the number of lanes was to be decided by the city, not the provincial toll authority. (The Province, January 15, 1958, p. 5) How kind!

At their Monday February 24 meeting, council submitted their revised plan to the provincial government. They had asked for a 25¢ single use fare, that fares be at par with the Oak Street Bridge and that a $3.50 monthly pass be considered. However, the choice of what to do regarding the lane count and rates was reported to have been in the hands of the Provincial Toll Authority. (The Province, February 25, 1958, p. 8)

During the middle of another lull in encountered coverage; City Engineer Alan Stewardson declared in late May or early June that work on the bridge could begin as soon as the province was ready. He mentioned a gas station at the south end was all that stood in the way. (The Province, Jun 03, 1958, p. 26)

Syke!

Suddenly Fred Jackson announced another hard change of plans. He had floated his own financing proposal to the province. The city would build and run the new bridge themselves as a toll road, with the New Westminster Toll Authority being formed to manage it. The provincial government had already approved his plan on June 25, 1958. (Vancouver Sun, Jun 26, 1958, p. 27)

Seemingly, not much issue was raised by council members. Perhaps the account of this event missed detail, something good to keep at the front of the mind. However, the detail in the upcoming paragraphs gives reasonable explanation to why that was the case.

In short order, council sought to arrange a meeting in Victoria with Premier Bennett and Phil Gaglardi, (Vancouver Sun, Jun 28, 1958, p. 50)

In July, Gaglardi pledged his support for the toll proposal, and similarly Jackson promised no tax raises for the project. At this time it was reported the bridge would cost $4 million and take two years' time. (The Province Jul 12, 1958, p. 29) It is worth noting that the given price of the bridge was constantly inconsistently given. For example in August 1958 the Province reported the cost as $3.5 million. (The Province, August 5, 1958, p. 5) The cost certainly increased with the four lane choice because it simply takes more money to build a wider bridge using more material.

Gaglardi was reported to have met Jackson & council on July 9. They resolved to formally ask for legislative changes to allow for the new toll authority to be set up. In our research we did not seek out or find any legislative changes initiated for the act. There is a chance there may have been.

It was put forth that City Comptroller (the money man) Wilf Green could go to Victoria to learn about the financing, operations and collection of toll monies from the Provincial Toll Authority. Whether he did or not was not discerned by Heaven Knows.

Terms

The following particulars of what would unfold as part of the new arrangement were reported. Note, an item's inclusion here does not mean that the item can be confirmedly said to have happened as outlined.

-DoH oversees construction (1)
-insurance bond for project (2)
-City continue with plans drawn "under city and government supervision", (3)
-Department of Highways tentatively agrees to assume consultant's fees and preliminary work costs(4)
-No cash grant (5)
-City toll authority established to run bridge (6)
-Tolls implemented (7)

But what happened to the plan for provincial aid?

The Province (for whom the last few paragraphs have solely relied upon is quoted as saying:

"But the offer was withdrawn when highways officials decided it could not be operated at the same toll rate as the Oak Street Bridge. — Council decided to establish a city toll authority when the government offered only a $500,000 grant toward the $4,000,000 cost of the proposed span." (The Province, Jul 10, 1958, p. 11)

(1) Gerard Koster a DoH engineer supervised, yes
(2) Not known. This bond is placed so if a contractor absconds, folds or withdraws that insurance covers it
(3) Cannot say
(4) n/k, but DoH did handle steelwork contract and advertising
(5) Cash grant not observed
(6) Yes
(7) Yes

Skipping ahead to the end of the year, Mayor Jackson and then Alderman Beth Wood were set to go to Victoria mid-December. The debenture rates had yet to be decided, but the government would guarantee and direct the works. (The Province, December 16, 1958, p. 3)

On Thursday, December 18, Jackson and Wood ventured to Victoria. They met with Municipal Affairs Minister Wesley Drewett Black there. Phil Gaglardi was unavailable, but Black promised that he'd sponsor an amendment to the Municipal Act to allow the city to establish a toll authority. Superintendance of construction, tender handling (or part of it) and guaranteeing the debentures would all be handled by the provincial government. (ibid, December 19, 1958, p. 3)

Mayor Wood Strikes Fifth and Forwards

Earlier in December before the trip, Beth Wood successfully ran for mayor of New Westminster. Fred Jackson was out.

January 5, 1959 saw Elizabeth C. Wood be sworn-in as mayor of New Westminster. She was the first woman to hold the position but also one of the earliest female mayors in the province.

First was Stella Gummow of Peachland (acclaimed 1942 election & succeeding her deceased husband), then Emily Dorthy (or Emilie Dorothea) Popoff of Slocan (acclaimed 1946 election), Nora Arnold of Prince Rupert (elected 1946 election), and Carrie Jane Gray of Prince George (elected 1957 election).

(Hodges, Nancy. Victoria Daily Times, Dec. 12, 1946, p. 20)(Nanaimo Daily Free Press, December 13, 1946, p. 1) (The Province, December 19, 1957, p. 29) (ibid, December 15, 1942, p. 1)

She went to bat instantly on the Queensborough. A special meeting on the matter was arranged and a preliminary arrangement for financing the bridge was agreed upon by council. The city was to use debentures and would create a sinking fund to pay it off. (Province, Jan 6, 1959, p. 5). Tenders for the steel span were expected to be awarded in short order.

The city's former solicitor Norman Lidsters managed to bring drafts of the new amendment acts to allow for the creation of the toll authority, etc. Bids on the steel contracts were expected to be awarded Monday, January 12. (The Province, January 9, 1959, p. 6)

Bridge Plaque

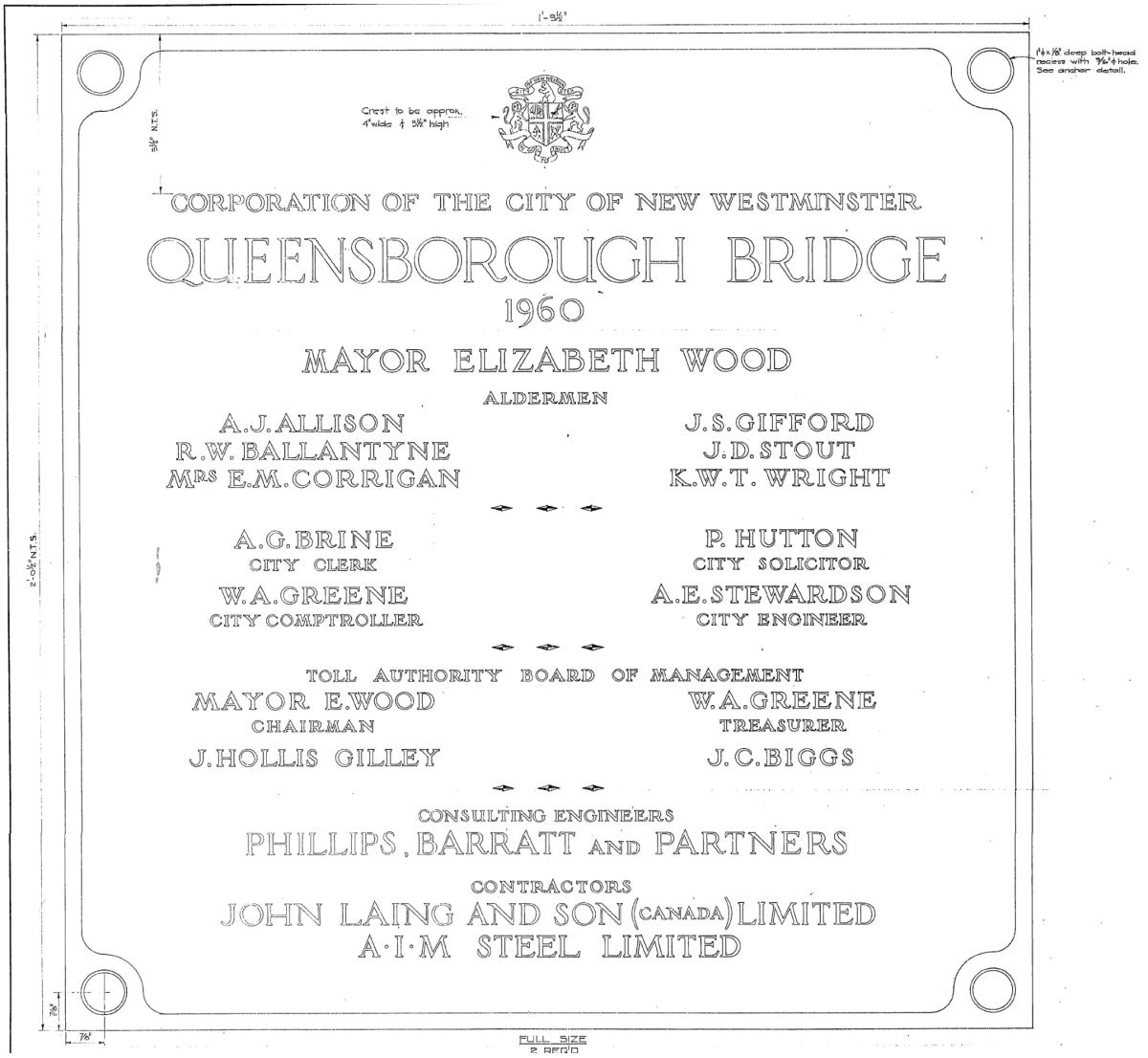

IMAGE: Record drawing of the bridge's opening plaque

The plaque for the bridge as viewed in a record drawing issued by Phillips Barratt & Partners dated June 20, 1960 ((Unofficial Tender Documentation Historical Records for 13079-0001) Note A.I.M. Steel listed, the toll board members; Stuart Gifford, Wilfred Greene and the other names featured on the plaque

Contracts

The Department of Highways advertised the contracts for the city. The project was technically classed as bridge project no. 229 by the DoH. (DoH. Annual Report 1958/59, p. 43)

.

In January 1959 (likely in), A.I.M. Steel was awarded the contract for the fabrication and erection of steelwork at a bid price of $638,999.80.
(The Province, Feb. 12, 1959, p. 34) (ibid, January 9, 1959, p. 6) (DoH. Annual Report 1958/59, p. 43) (Tender Notice, October 10, 1958, p. 46).

John Laing & Sons. (Canada) was awarded the main construction contract on February 23, 1959. The DoH reported that the city of New Westminster received the contract themselves, whereas the steel contract was received by the DoH.
(ibid) (according to the Vancouver Sun of August 26, 1960 (p. 27) (The Province, Feb. 24, 1959, p. 9)

Based on plans for the bridge, the Laing contract also included construction of the northern interchange, southern toll booths

Queensborough Bridge Record Drawings. 1959, sheet 92-100, https://www2.gov.bc.ca/assets/gov/driving-and-transportation/transportation-infrastructure/contracting-with-the-province/documents/13079-0001/sched_t3_-_01-1960_queensborough_bridge_record_drawings.pdf.

John Laing

John Laing was (is) a British firm. They'd built the B.C. Electric Building in Downtown Vancouver (now the Electra Building) two years prior (Vancouver Herald, March 29, 1957, p. 2) From March 1958 to November 1959, they had been the principal contractor for 53 miles of the six-lane M1 Motorway in England - the first long distance motorway in the United Kingdom.
(The Birmingham Post & Gazette, March 25, 1958, p. 7) (Coventry Evening Telegraph, June 2, 1959, p. 14)

Their bid was reported as being $2,245,465 by *The Province,* who also reported PB&P had recommended their bid (whether that was based on the low bid or some prior agreement or relationships was not disclosed. The Laing tender was one of ten total to be submitted. (The Province, February. 12, 1959, p. 34). An August 26, 1960 article in *The Province* stated that they had not previously worked together.
(Province, August 26, 1960, p.8)

Laing had a very obvious investment in the area - the new Annacis Island development.

Laing and Grosvenor Estates had formed a multinational partnership in early 1956 known as Grosvenor-Laing Ltd. Together, they had been developing Annacis Island into a petit yet primordial industrial mecca. (Vancouver Sun, Feb 08, 1956, p. 13) A wooden causeway was built on the line Pembina Street (sat just slightly west of today's swing bridge) in 1955. The new Queensborough Bridge would be a boon. The old

Queensborough bridge's traffic, extreme weight restriction, frequent openings and other issues would be bypassed and the Annacis development could expand.

The new bridge was to connect to Marine Drive and Sixth Street at its north end in the then unincorporated land known as D.L. 172 (aka Connaught Heights). Its southern end would link up to Ewen Avenue in Queensborough, allowing easy access to Annacis Island and Westminster Highway out to Richmond Proper.

NEW QUEENSBOROUGH BRIDGE to link New Westminster with Lulu Island will be four-lane high level steel span. Contract will be let shortly by New Westminster City Council. Drawing above shows bridge and clover leaf at Marine Drive on city end. Consulting engineers are Phillips, Barratt & Partners.

IMAGE: Architect's 3D-view sketch drawing of the bridge

(The Province, Feb. 25, 1959, p. 13)

The toll booths were sat at the southern end and were located westward jog which created more space between Wood Street and the new intersection at Ewen Avenue

A Legal Matter

Unfortunately, any of the text relevant to the Queensborough issue in the *Municipal Act* couldn't be found. An amendment to it was issued in March 1959, with the *Municipalities Enabling and Validating Amendment Act.*

The full text of the Municipalities Enabling and Validating Amendment Act, s. 19-29 outlines the powers and responsibilities of the new toll authority board. Take a read, because it won't be summarized herein. The details of the functionary means of the board are explicitly outlined.

Municipalities Enabling and Validating Amendment Act, SBC 1959, c. 57.
https://www.bclaws.gov.bc.ca/civix/document/id/hstats/hstats/811542804

granted to a district municipality, are declared invalid.

"New Westminster.

Enabling powers for toll-bridge and guarantee for borrowing.

"19. (1) Notwithstanding the provisions of any other Act but not in any way limiting the powers granted under any other Act, the Corporation of the City of New Westminster (hereinafter called the 'city') may

"(*a*) construct, or cause to be constructed, and operate a toll-bridge over and across the North Arm of the Fraser River, which may be located either wholly within or partly within and partly without the boundaries of the city, together with all such works and things as are necessary or incident thereto;

"(*b*) by by-law borrow without the assent of the owner-electors such sum or sums, not exceeding in the aggregate four million dollars, for such purpose;

"(*c*) by by-law issue from time to time, as necessary, debentures in principal amounts not exceeding in the aggregate four

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(AMENDMENT).

million dollars for the repayment of such borrowing or borrowings pursuant to the requirements of the *Municipal Act* relating to the issue of debentures, except that the assent of the owner-electors is not required to any such by-law, and the Lieutenant-Governor in Council may guarantee the payment of the principal of and interest on such debentures, and the *Municipalities Assistance Act* applies, mutatis mutandis, with respect to the guarantee;

"(*d*) fix and collect fees or tolls for the use of such bridge and to vary the same from time to time as deemed advisable;

"(*e*) acquire lands, real and personal property, easements, and rights-of-way required under clause (*a*).

Management of toll-bridge.

"20. For the management of such bridge there shall be appointed a Board consisting of three persons, who shall serve without remuneration, one of whom shall be the Mayor for the time being of the city, who shall be the Chairman of the Board, and two other persons, not being members of the Council, but who are owner-electors of the city, appointed by the Council, subject to the following conditions:—

"(*a*) The appointments, other than the Mayor, shall be for a term of two years, or until a successor is appointed:

"(*b*) In making the first appointment the Council shall appoint one person for a two-year term and the other for a one-year term:

"(*c*) Upon the death or resignation of a member of the Board, or on his ceasing to be an owner-elector, or, being a city officer or other employee, on his ceasing to be employed by the city, his term shall determine, and the Council shall forthwith appoint a successor who shall serve for the unexpired term of such member:

"(*d*) The Council may reappoint for a further term or terms a person whose term shall have expired.

Operation of and the fixing of charges for use of the bridge.

"21. The Board shall

"(*a*) operate and maintain the bridge in good repair, and for that purpose employ such staff as may be required, except that the Treasurer of the city shall be the Treasurer of the Board;

"(*b*) fix, subject to the approval of the Council, any fees or tolls to be paid by all users of the said bridge. The Board may, in its discretion, enumerate, designate, distinguish, subdivide, classify, or exempt any or all trades, businesses, professions, occupations, callings, employments, or purposes of such users according to the character or type of use, or according to the dimensions or weight of a vehicle, and may differentiate and discriminate according to such classifications as to the amount of the fees or tolls to be imposed or to be exempted, and in fixing such fees or tolls the Board and the Council

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(AMENDMENT).

shall have due regard to providing for the annual amounts required for

"(i) the payment of interest and for the repayment of the debenture debt; and

"(ii) operating costs; and

"(iii) maintenance charges (not exceeding in any one year one-tenth of one per centum of the capital cost of such bridge); and

"(iv) an allowance for repairs; and

"(v) any extraordinary costs or expenses; and

"(vi) any deficit in any year arising from the operation of the bridge;

"(*c*) submit annually to the Council on or before the fifteenth day of November a statement showing the estimated revenues and expenditures for the ensuing year and such other information as shall be required by the Council;

"(*d*) comply with all the provisions of the *Municipal Aid* relating to an administrative body handling municipal funds;

"(*e*) utilize the services of the appropriate officers and departments of the city whenever possible for maintenance and repairs;

"(*f*) repay advances from the city.

"22. The Treasurer of the city is authorized from time to time to advance such moneys as may be necessary to meet authorized expenditures of the Board.

Surplus of funds.

"23. Any surplus of revenue over expenditure remaining at the end of each year shall be paid into the credit of the Sinking Fund Account or any special reserve account set up for retirement of the debentures until such accounts in the aggregate shall be sufficient to meet all debentures outstanding or unpresented for payment together with interest thereon to maturity. Thereafter such surplus shall be the property of the city.

Municipal enterprise.

"24. The said bridge, so long as the provisions of this Act apply to it, shall be deemed to be a municipal enterprise for the purpose of Division (1) of Part VI of the *Municipal Act*.

Separate accounts.

"25. All revenue received from the operation of the bridge shall be paid into a separate bank account of the city, and all expenditures concerning the bridge shall be a charge upon the account.

Definition of "capital cost."

"26. All costs and expenses of any nature and kind incurred by the city or on its behalf in connection with and incidental to the construction of the bridge shall form a part of the capital cost of the bridge and shall be met out of the net proceeds obtained from the sale of debentures.

Action after debenture debt provided for.

"27. When all the debentures issued under the authority of section 19 are retired or there is on hand in the Sinking Fund Account, together with that on hand in the special reserve account, sufficient moneys to

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retire any debentures outstanding or not presented for payment together with interest thereon to maturity, the Lieutenant-Governor in Council may declare that as and from a certain date all the provisions of this Act applicable to the said bridge shall cease and determine; but any surplus of such moneys over and above that required for the repayment of the principal of and the payment of the interest on such debentures shall thereupon be transferred to the general revenue account of the city.

Special policing powers.

"28. The Council of the city may, subject to the approval of the Lieutenant-Governor in Council, assume the responsibility of the policing of the whole of any bridge, including the approaches thereto, operated under the provisions of sections 19 to 21, inclusive. In any Order approved under the provisions of this section, the Lieutenant-Governor in Council may specify the portions of Part XX of the *Municipal Act* applicable therefor.

Validation of previous acts of Council.

"29. The provisions of sections 19 to 28, inclusive, come into force and effect on the first day of June, 1954, and all acts of any nature and kind heretofore performed by the city or on its behalf, authorized thereunder, are hereby ratified and confirmed.

Toll Financing

Debentures

How would you pay off a $4 million bridge?

New Westminster did not have the funds to pay the bridge off with cash or funding. They chose debt as a solution. The city would be taking out debentures as a debtor.

What?

According to the Business Development Bank of Canada (BDC): “A debenture is a type of long-term business debt not secured by any collateral”

They are not secured - secured by any physical or non-physical asset. Perfect for entities like Municipalities or large businesses to take. New Westminster can’t exactly jump ship and flee to Mexico.

> The certificate for a debenture outlines:
>
> 1. how much money the investor gave, which represents the principal
> 2. the interest rate to be paid
> 3. schedule of payments

BDC. “Debenture.” *BDC,* Glossary. n.d. https://www.bdc.ca/en/articles-tools/entrepreneur-toolkit/templates-business-guides/glossary/ Accessed July 9, 2026. For further reading about what a debenture is, see:

Nova Scotia Securities Commission. “Question of the Week – What is a debenture?” https://nssc.novascotia.ca, December 12(?), 2019. Accessed July 9, 2026.

What’s important to know is that the city wouldn’t have any property taken for failure to repay. The existence of debt, along with accrued interest, would haunt the tolling era of the Queensborough Bridge and define its early history.

At least three debenture authorization bylaws were passed by council. They are listed under “List of Debenture Bylaws ” table. There is almost no existence of a fourth bylaw yet it may have existed.

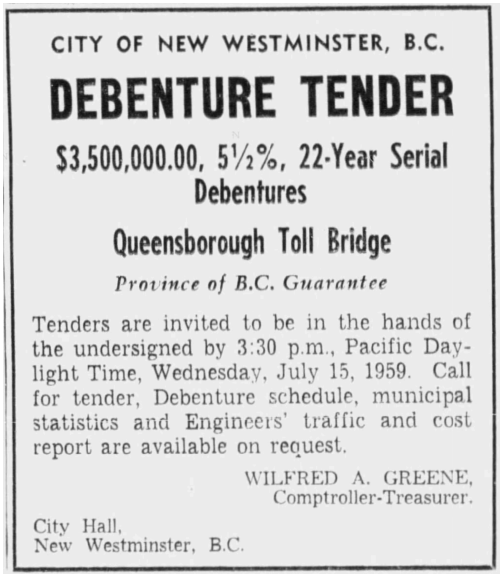
-3618-1959 “Queensborough Bridge Debenture By-law, 1959” $3,500,000
-The “No. 2” below indicates a bylaw “No. 1”. No reference to this could be found online, in any order-in-council or in newspapers.
-3703-1960 “Queensborough Bridge Debenture By-law No. 2, 1960.” $350,000.
-3729-1961 ““Queensborough Bridge Debenture By-law, 1961.” $150,000

The debentures authorized by bylaws 3618, 3703, and 3729 were all guaranteed by the Government of British Columbia, making it the guarantor of any specified debenture. That meant that if New Westminster defaulted, went bankrupt or could not pay, the provincial government would be responsible.

In-lieu of obtaining debentures, the city resorted to (at least in-part if not wholly) borrowing funds. (Vancouver Sun, July 28, 1960, p. 7)

In obtaining the debentures, it appears the process the city took was to invite tenders for firms to successfully become debenture holders.

NOTE: The following is provided as is, without comprehensive financial understanding and may follow the wording of their sources closely. Wording or definition may be wrong. Please use discretion and verify yourself



CITY OF NEW WESTMINSTER, B.C.

DEBENTURE TENDER

$3,500,000.00, 5½%, 22-Year Serial Debentures

Queensborough Toll Bridge

Province of B.C. Guarantee

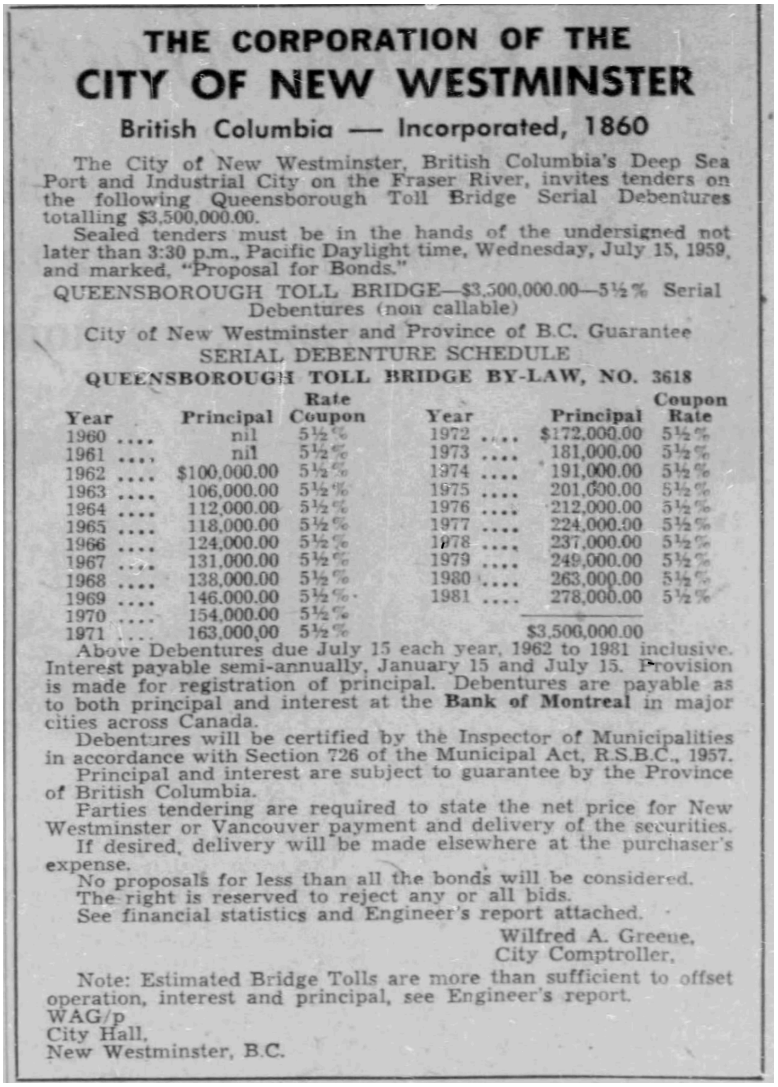
Tenders are invited to be in the hands of the undersigned by 3:30 p.m., Pacific Daylight Time, Wednesday, July 15, 1959. Call for tender, Debenture schedule, municipal statistics and Engineers' traffic and cost report are available on request.

WILFRED A. GREENE,
Comptroller-Treasurer.

City Hall,
New Westminster, B.C.

The City advertised the "$3,500,000, 5.5%, 22-year serial debenture" in July. They would receive tenders up until July 15, 1959 at 3:30 PM (The Province, July 9, 1959, p. 17)

That was big money back then. Factoring inflation from 1959-2026, that amount would be just shy of $38.8 million. (Bank of Canada. "Inflation Calculator."



THE CORPORATION OF THE
CITY OF NEW WESTMINSTER
British Columbia — Incorporated, 1860

The City of New Westminster, British Columbia's Deep Sea Port and Industrial City on the Fraser River, invites tenders on the following Queensborough Toll Bridge Serial Debentures totalling $3,500,000.00.

Sealed tenders must be in the hands of the undersigned not later than 3:30 p.m., Pacific Daylight time, Wednesday, July 15, 1959, and marked, "Proposal for Bonds."

QUEENSBOROUGH TOLL BRIDGE—$3,500,000.00—5½% Serial Debentures (non callable)

City of New Westminster and Province of B.C. Guarantee

SERIAL DEBENTURE SCHEDULE

QUEENSBOROUGH TOLL BRIDGE BY-LAW, NO. 3618

Year	Principal	Rate Coupon	Year	Principal	Coupon Rate
1960	nil	5½%	1972	$172,000.00	5½%
1961	nil	5½%	1973	181,000.00	5½%
1962	$100,000.00	5½%	1374	191,000.00	5½%
1963	106,000.00	5½%	1975	201,000.00	5½%
1964	112,000.00	5½%	1976	212,000.00	5½%
1965	118,000.00	5½%	1977	224,000.00	5½%
1966	124,000.00	5½%	1978	237,000.00	5½%
1967	131,000.00	5½%	1979	249,000.00	5½%
1968	138,000.00	5½%	1980	263,000.00	5½%
1969	146,000.00	5½%	1981	278,000.00	5½%
1970	154,000.00	5½%			
1971	163,000.00	5½%		$3,500,000.00	

Above Debentures due July 15 each year, 1962 to 1981 inclusive. Interest payable semi-annually, January 15 and July 15. Provision is made for registration of principal. Debentures are payable as to both principal and interest at the **Bank of Montreal** in major cities across Canada.

Debentures will be certified by the Inspector of Municipalities in accordance with Section 726 of the Municipal Act, R.S.B.C., 1957.

Principal and interest are subject to guarantee by the Province of British Columbia.

Parties tendering are required to state the net price for New Westminster or Vancouver payment and delivery of the securities.

If desired, delivery will be made elsewhere at the purchaser's expense.

No proposals for less than all the bonds will be considered.

The right is reserved to reject any or all bids.

See financial statistics and Engineer's report attached.

Wilfred A. Greene,
City Comptroller.

Note: Estimated Bridge Tolls are more than sufficient to offset operation, interest and principal, see Engineer's report.

WAG/p
City Hall,
New Westminster, B.C.

IMAGE: Advertisement by the City of New Westminster for tenders on the 1959 debenture. Includes heavy detail.

Payments as advertised were due once yearly July 15 - interest paid twice a year on January and July 15. Non callable indicates the debenture could not be paid off early. Terms on this could've changed before the final award. Payment schedule only reflects this debenture.

(The Financial Post, July 11, 1959, p. 30)

The top bid for the $3,500,000 was $96.377 per $100 lot, which Beth Wood reportedly called "exceptionally good". Syndicate managers A.E. Ames & Co. won. Other bids were: 94.76 to Equitable Securities; $94.46 by Mills, Spence & Co.; and $94.10 by Royal Securities Ltd. (Province, July 16, 1959, p. 24). The number of debenture lots was 3,500, which Mayor Wood and Comptroller Wilf Greene all reportedly had to sign individually. (The Province, July 23, 1959, p. 36)

The $3.5 million debenture was by far the largest issued that year to a municipality in B.C. that year. It outranked any combination of value amount by type of municipality and specified purpose. It represented a huge amount of money to wield. (Report of the Department of Municipal Affairs for the Year Ended December 31, 1959)

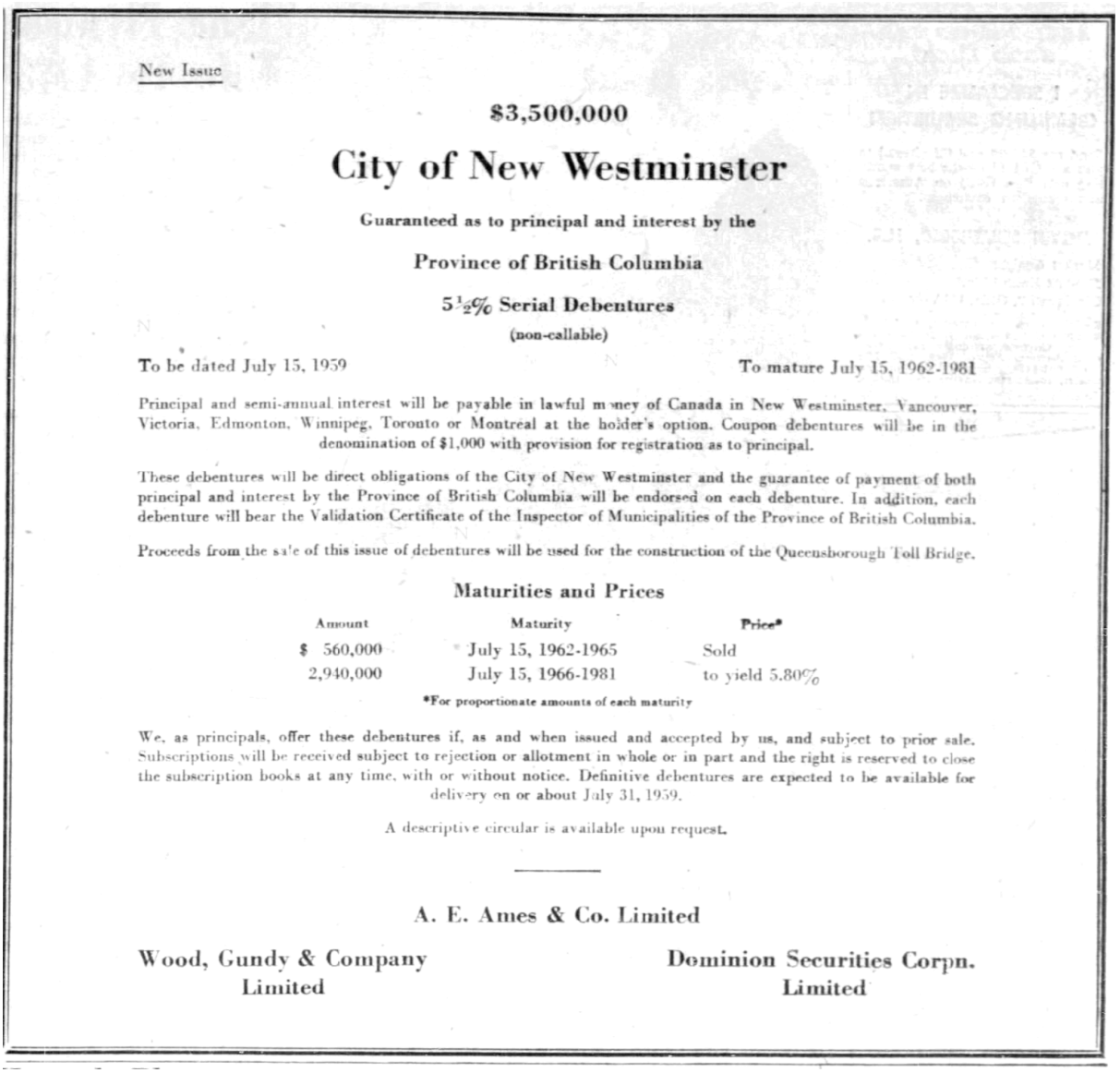
In October 1960, the city tendered the $350,000 debenture. October 19 saw James Richardson & Sons. win the bid for $100.41, ahead of a $100.34 bid and eleven other failing ones. The courier carrying the winning bid, R.J. Webster, delivered the bid at the last minute.

The city had to call Canadian National to check the time. It arrived just in time (the city's clock was ahead). The debenture was split into 350 lots, presumably at the same 5.5% interest, standard for a municipal deal. (Province, July 16, 1959, p. 24) (Vancouver Sun, October 20 1960, p. 33) (Province, October 20, 1960, p. 33)

The city tendered the last debenture in 1961. They got 19 bids - which according to Wilf Greene was the largest amount received for a city (presumedly in Canada). (Province, June 1, 1961, p. 3). The award came May 31, 1961, with Nesbitt, Thompson & Co. offering the winning $99.072 per 100 lot. Interest was at 5.5%.

The plan was for the debentures to be retired (principal paid off) in 1981.

(Province, July 22, 1959, p. 13)
(ibid, July 18, 1959, p. 16)



New Issue

$3,500,000

City of New Westminster

Guaranteed as to principal and interest by the

Province of British Columbia

5½% Serial Debentures

(non-callable)

To be dated July 15, 1959 — To mature July 15, 1962-1981

Principal and semi-annual interest will be payable in lawful money of Canada in New Westminster, Vancouver, Victoria, Edmonton, Winnipeg, Toronto or Montreal at the holder's option. Coupon debentures will be in the denomination of $1,000 with provision for registration as to principal.

These debentures will be direct obligations of the City of New Westminster and the guarantee of payment of both principal and interest by the Province of British Columbia will be endorsed on each debenture. In addition, each debenture will bear the Validation Certificate of the Inspector of Municipalities of the Province of British Columbia.

Proceeds from the sale of this issue of debentures will be used for the construction of the Queensborough Toll Bridge.

Maturities and Prices

Amount	Maturity	Price*
$ 560,000	July 15, 1962-1965	Sold
2,940,000	July 15, 1966-1981	to yield 5.80%

*For proportionate amounts of each maturity

We, as principals, offer these debentures if, as and when issued and accepted by us, and subject to prior sale. Subscriptions will be received subject to rejection or allotment in whole or in part and the right is reserved to close the subscription books at any time, with or without notice. Definitive debentures are expected to be available for delivery on or about July 31, 1959.

A descriptive circular is available upon request.

A. E. Ames & Co. Limited

Wood, Gundy & Company Limited

Dominion Securities Corpn. Limited

IMAGE: A.E. Ames & Co. advertisement for lots in $3.5 million debenture. Take a look as it lists good detail

(National Post, July 25, 1959, p. 15)

Toll Authority

The City formed the Queensborough Bridge Toll Authority to handle financing and revenues for the Queensborough Bridge. There was a board of four members (listed hereafter).

The head of the authority was to be the Mayor of New Westminster (Beth Wood) Two owner-electors were to be appointed to the board, and the city comptroller (the money man) Wilfred Greene became treasurer. (Vancouver Sun, Sep. 9, 1959, p. 3)

City council appointed former MLA, government minister and Reeve of Coquitlam R.C. MacDonald, and Robert G. McDonald of 213 Patrick St. to the board on September 10. (Sun, Sep. 11, 1959, p. 2)(The Province, Sept. 11, 1959, p. 10)

Their terms were to be two years and one year respectively. They would not receive any money.

The two citizen members initially appointed resigned mid-February before the opening, with new appointees were likely chosen by Council likely in early March 1960

(Vancouver Sun, Feb. 26, 1960, p. 2) (ibid, Feb. 18, 1960, p. 2)
Municipalities Enabling and Validating Amendment Act, SBC 1959, c. 57, s. 20
https://www.bclaws.gov.bc.ca/civix/document/id/hstats/hstats/811542804

J. Hollis Gilley was a member by April 1960. Both he and Jack C. Biggs appear as members on the opening plaque for the bridge found in record drawings.

Jack Biggs was commissioner by July 1961. At that time, the authority was slated to revise guide signage to “promote” the Queensborough - an idea that is certainly the case in the modern day. The plan was put forth by Biggs with the underlying intention to increase revenues (shockingly). (The Sun, July 18, 1961, p. 17

Toll Takers

In-order to collect tolls, the City of New Westminster had to hire a staff of toll collectors, office workers and a superintendent.

Starting salaries for a toll taker were posted at $335/month plus MSA superannuation* according to advertisements for the position. (The Sun, July 7, 1960, p. 7) . Applicants needed to call LA 1-3711.

(As advertised in The Province, Jun 25, 1960, p. 39; The Sun, Jun 24, 1960, p. 33)

*Municipal Superannuation Act

The Chief Toll Collector was advertised as getting $450/month in addition to superannuation and sick benefits. (The Province, May 24, 1960, p. 28) The Sun reported that Mayor Wood testified that 37 people were being screened further with a total of 260 applicants reported to have applied by the ending days of May 1960. (Van. Sun, May 31, 1960, p. 6)

The deadline to apply for the Chief Toll Collector position was put by the Vancouver Sun as being at 2:00 PM May 27. (Van. Sun, May 20, 1960, p. 2)

They ended up choosing Stuart.G. MacDonald of New Westminster for the role in mid-June. He had a background of owning a business. (Van. Sun, Jun 14, 1960, p. 21) (The Province, June 14, 1960, p. 7)

Regarding the 'grunt' toll takers, it was reported by The Sun that 1400 (or 1500) applications were received for the 17 positions required for the toll taking. (Vancouver Sun, July 7, 1960, p. 1) (ibid, July 26, 1960, p. 15)

Later in the month of July, *The Province r*eported that the process of narrowing the selection to 36 people would begin Monday July 25. They put the number of applicants to be over 1500 for the 15 positions (the number of positions was inconsistently given, varying between 12-18). Purportedly, the city preferred candidates of 40-60 years of age. (Province, July 21 1960, p. 25)

It appears the city only hired men for the position because there was no mention of women being sought or employed

The Vancouver Sun ultimately reported 18 toll collectors were hired July 25. (Vancouver Sun, July 26, p. 15)

Come September 1960, Stu MacDonald was still Chief Tolltaker. He oversaw a staff of three office workers and 12 toll takers according to the Sun. (The Sun, September 9, 1963, p. 25)

Toll Rates

On May 19, 1960, toll rates were set by the authority at par with the Oak Street Bridge. They were reported to have been set as:

-25¢ 1 trip flat
-$1.25 weekly pass of 24 trips total (+5¢ on additional trips)
-$5.00 monthly pass of 100 trips total (+5¢ on additional trips)

No mention was made here of the Oak Street's 12 for $2.00 flat ticket. (OIC, 1431/57)
(Van. Sun, May 20, 1960, p. 2)(The Province, May 24, 1960, p. 34)

However, the scheme was later revised.

In late June, the Provincial Government altered their Toll Authority rates. The Oak Street Bridge's weekly pass was put to $1.00 for 20 trips per week, effective July 1. Each trip after those twenty were used up cost an additional 5¢

(B.C. OIC 1540/1960, https://www.bclaws.gov.bc.ca/civix/document/id/oic/arc_oic/1540_1960/)
(The Province, June 29, 1960, p. 1)

As a side note, the pass system saw the passes only valid from "Friday midnight to Friday midnight" of a given week." Talk about an inflexible system! If you bought it on Thursday night? Bad luck!

The Sun explained in Dec. 1958 that a new $5 monthly pass for up to 100 trips was being introduced on the Oak Street starting January 1, 1959. (see note 2) (O.I.C.2926/1958) The $1.25 weekly fare was still being sold at this time, (Van. Sun, Dec. 24, 1958, p. 9), with it still being good for 24 trips (G.D. Lee Letter, The Province, Jul. 31, 1957, p. 6)

For a look at the Oak Street Bridge's tolls: take a peek at Order-in-Council 1431-1957
https://www.bclaws.gov.bc.ca/civix/document/id/oic/arc_oic/1431_1957

The Rate

Council approved tolls on the bridge (and probably the rates) July 25, 1960. (The Sun, July 26, 1960, p. 15)

So the rates on the Queensborough appear to have been revised after the Oak Street rates were changed. The Sun gave an outline of new rates in their July 26, 1960 issue (page 3) -with them mentioning:

25¢ for 1 trip
$2 for 12 trips (flat)
Weekly $1 for 20 trips

Presumedly, the weekly pass had an extra 5¢ per trip caveat that allowed additional trips under the ticket for 5¢ a pop.

Oddly, the mention of the $5 for 100 trips monthly was not made. Based on further information uncovered for this article, it seems possible that it wasn't implemented. Council later offered and implemented a proposal of $3 monthly for 100 trips in 1961. The absence would suggest the $5 rate might not have been implemented. The jury is still technically out on that though, since there isn't confirming information. (Vancouver Sun, November 16, 1961, p. 4)

25¢ for 1 trip, 12 trips for $2 any time, and the weekly 20 for $1 were all mentioned specifically by the Sun. The language Sun's article therefore states the same rates for Oak Street pedantic right?). Nonetheless Queensborough rates were altered for the July 1 change. With such little information, true verification on concrete rate amounts is outstanding. Nor were any exact commercial vehicle, bus or motorcycle rates available. For this piece. (Vancouver Sun, July 26, 1960, p. 3)

Mayor Beth Wood had also mentioned that 25% discounted bulk fleet tickets for commercial vehicles would be available (ibid).

Note 2: The $5 for 100 was also introduced on the Lions Gate at that point. (OIC 2927/58)

Toll Mercy?

A special meeting for July 25 was arranged to discuss toll exemptions for certain entities. (The ProvinceJuly 22, 1960, p. 25)B.C. Electric, and Canada Post asked for an exemption. Although B.C. Electric asked again on August 8, no reporting in the Vancouver papers mentioned if they managed to obtain an exemption. (The Sun, August 9, 1960, p. 13).

Fun fact: the Sun reported that the Annacis Estate was five-years-old on July 22, 1960 (ibid)

(The Sun, July 26, 1960, p. 15)

The Sun later reported that all city vehicles with the exception of fire and police were to pay to cross. (ibid, August 22, 1960, p. 19)

Table of Reported Costs for the Bridge

Italics indicate sub-yearly periods

Time-period	Revenues	All monies paid and expended	Interest	Gross	Date/time reported
C. August 27, 1960 to late Dec 1960	$134,000	$49,000 (operations, insurance)	$96,000	-$11,000	Mid April 1961 The Sun, April 20, 1961, 2B)
Jan-Jun 1961	$180,000	$162,000 (operations, insurance, bond interest	In expenditures	+$18,000 profit	Jul 19, 1961 The Sun, Jul 20, 1961, p. 1
August 1960 to August 1961 (Possible error)	n.s	n.s.	n.s.	Loss of $60,000 o/a Or (note b)	"...span's first year of operation." The Sun, Mar 30, 1962, p. 29 Note A: Reported in-succession to earlier Sun figure. Possible error by poor wording
For the year 1961				-$60,000 loss	Note A: see above. "In 1961." The Sun, Mar 27, 1962, p. 25 · "In 1961, it's first full year of operation." (Province

					March 27, 1962, p. 25)
January 1962 to September 30, 1962				-$24,543 loss	The Sun, Oct 30, 1962, p. 21
For the year 1962				"-$65,000 loss Or "About -$60,000)	Beth Wood - "last year" The Sun, Oct 22, 1963 *–or–-* "About" The Sun, Sep 19, 1963, p. 35
Annual financial report for 1963 (dates unclear)				-$36,399 loss	The Sun, Feb 28, 1964, p. 12
For the year 1964				Profit (n/k)	The Sun ,Feb 26, 1965, p. 14 "Annual deficits have ranged from $65,000 to $30,000"

Note: "Loss of about $90,000" was written here without a citation.

List of Debenture Bylaws

Debenture Bylaws, Including Principal Amounts

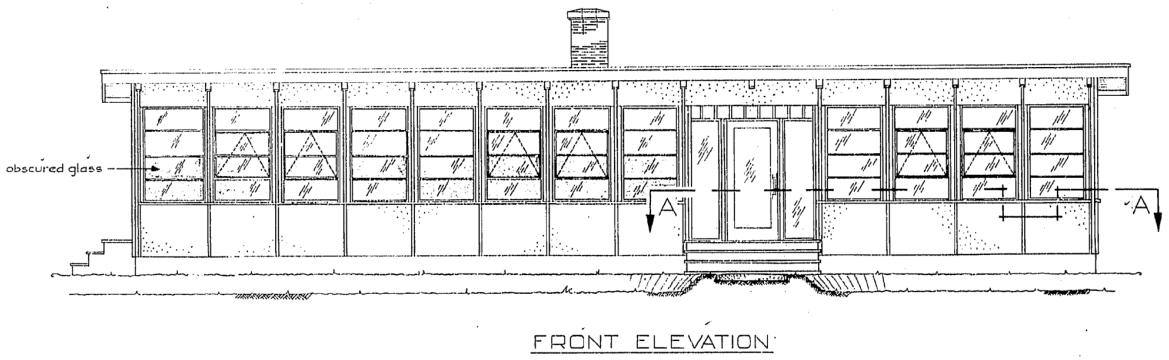
3618-1959 "Queensborough Bridge Debenture By-law, 1959" $3,500,000 (B.C. O.I.C. 1674/1959, July 27, 1959, https://www.bclaws.gov.bc.ca/civix/document/id/oic/arc_oic/1674_1959/)

3703-1960 "Queensborough Bridge Debenture By-law No. 2, 1960." $350,000.
(B.C. O.I.C. 2296/1960, October 7, 1960, https://www.bclaws.gov.bc.ca/civix/document/id/oic/arc_oic/2296_1960/)

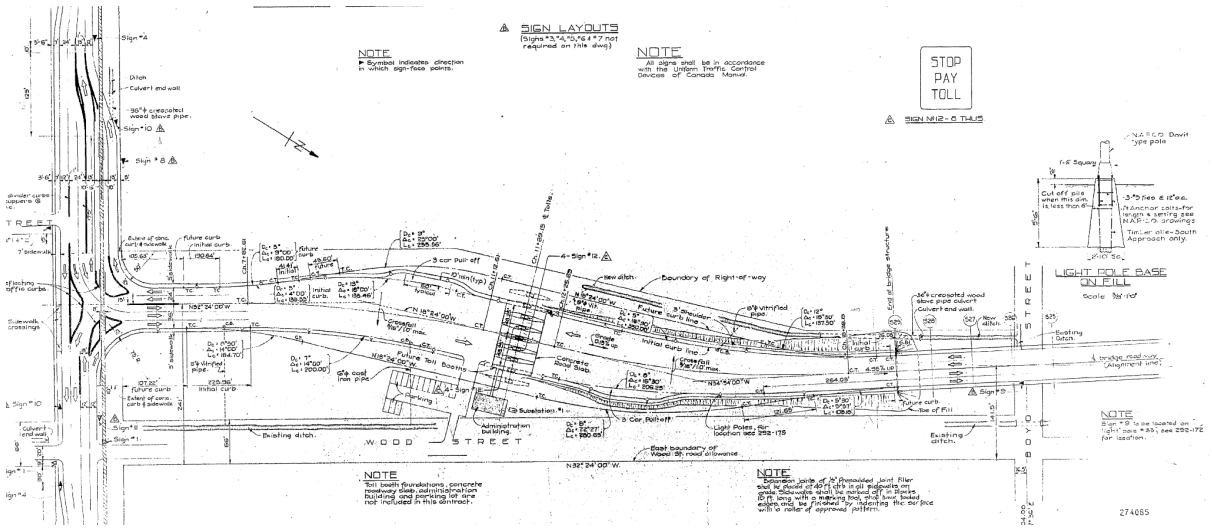
3729-1961 “Queensborough Bridge Debenture By-law, 1961.” $150,000 according to
(B.C. O.I.C. 712/1961 March 21, 1961,
https://www.bclaws.gov.bc.ca/civix/document/id/oic/arc_oic/0712_1961/)

A little about the Toll Plaza

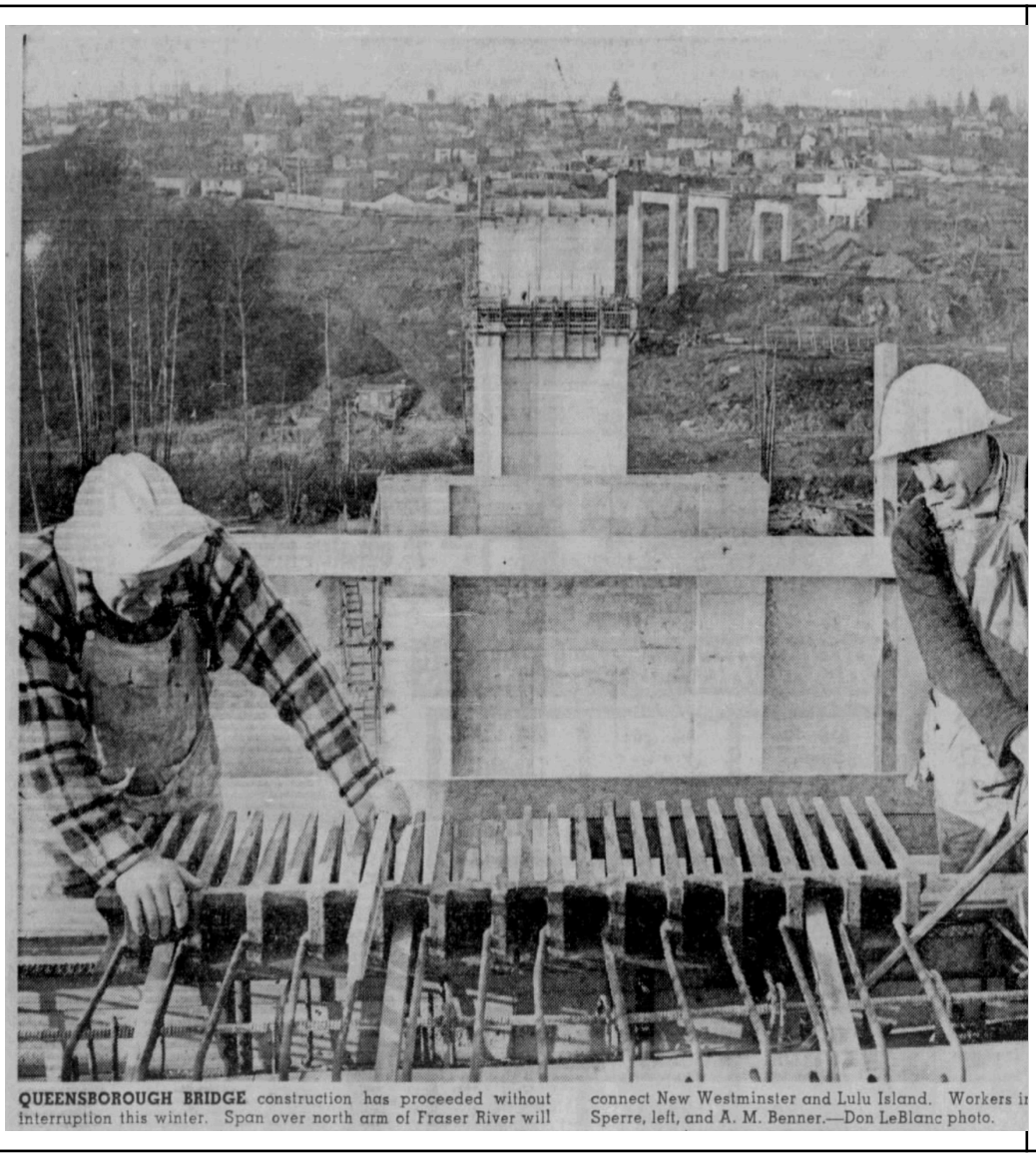
The toll plaza was built on the southern end of the bridge next to Woods Street. The road jolted west a bit to give breathing room for Woods. Five toll booths accommodated a total of six lanes (three per direction). Should capacity have warranted, a total of ten lanes and nine booths had been planned for in the drawings. The plaza could be accessed by staff off of Woods Street where a small parking lot and the administration building sat adjacent to the booths. Record drawings December 21, 1959 show 15 spots available. (Unofficial Tender Documentation Historical Records for 13079-0001, Phillips, Barratt & Partners, December 1959.)



The administration building front faced towards the booths(ibid)



Take note of the arrangement of the intersection and booths. The strange channelization had to accommodate the railway running along the north side of Ewen Avenue (ibid)



QUEENSBOROUGH BRIDGE construction has proceeded without interruption this winter. Span over north arm of Fraser River will connect New Westminster and Lulu Island. Workers i Sperre, left, and A. M. Benner.—Don LeBlanc photo.

IMAGE: Working on the bridge, facing northwards

Two workers (names in photo) work. The picture faces north towards D.L. 172 (the New Westminster side). It is quite an incredible find. (The Sun, January 21, 1960, 1B (appears to be a localized secondary issue of that day's paper)

Slope

Plan drawings record that the south approaches descend at a rate of 4.95% descending southwards. The main spans and northern approach to the trumpet (1553B/1553C) aren't flat. They also descend southward but at a lesser rate of 1.95% Phillips, Barratt & Partners. "1960 Queensborough Bridge Plans. via *B.C. MoTT,* January 1960, etc. https://www2.gov.bc.ca/assets/gov/driving-and-transportation/transportation-infrastructure/contracting-with-the-province/documents/13079-0001/sched_t3_-_01-1960_queensborough_bridge_record_drawings.pdf. Available on Wayback Machine.

Join Together, All Coming Together

Progress continued, with the two halves of the main span being joined in May 1960. Only one of the large main span's steel girders was put in place on May 11 whilst the second was slated to be installed the day after. (The Province, May 11, 1960, p. 2)

At the turn of May-June 1960, Resident Engineer Koster told the Sun that the bridge could be done before late August (which it sort of didn't). He reported that the steel was more or less complete and the concrete approach spans completed as well. Steel fixtures would be installed and then the concrete decking on the steel girder spans would be poured. Neither paving nor electrical work had been completed yet; the toll booths were installed and being fitted with electrical and wiring. (The Sun, June 2, 1960, p, 37)

Koster told The Sun in early July that paving on the north end interchange was underway. (ibid, July 7, 1960, p. 5B)

The Queensborough bridge opened August 26, 1960.

The City of New Westminster was proud to proclaim the bridge was completed six weeks ahead of plan.

(The Sun, August 16, 1960, p. 3)(ibid, August 13, p. 21)

IMAGE: Big names in design and construction pose for a photo.

Left to Right:
Gerard Koster - Resident Engineer (i.e. primary supervising onsite for the client) of the B.C. Department of Highways
H.J. Barratt and **Phillip Knight** of Phillips, Barratt & Partners
G.J.W. Baker, Chief Engineer John Laing & Sons. Canada

Mr. Koster

Koster was also resident engineer for the Agassiz-Rosedale Bridge. He was born in the Netherlands and came to Canada c. 1952. He was working as a divisional engineer in the DOH around 1956. Mr. Koster died January 8, 1995 at Eagle Ridge Hospital in Coquitlam. His occupation was "engineer" on the certificate. Both he and his wife Wiebie lived in Indonesia and seemed very appreciative of the culture and fond of their time there. Koster's work required moving around frequently.

Croton Studios. "Four men with the new Queensborough Bridge behind them. " New Westminster City Archives, August 23, 1960, IHP10151-001. http://archives.newwestcity.ca/permalink/64759/
B.C. OIC 2080, 1956, August 15, 1956.
https://www.bclaws.gov.bc.ca/civix/document/id/oic/arc_oic/2080_1956

Death Registration for Gerard Koster. 95-000944
https://search-collections.royalbcmuseum.bc.ca/Image/Genealogy/cac5bab8-eb6e-49cd-867a-2380be02af74

Chilliwack Progress, Oct. 31, 1956, p. 16
Chilliwack Progress, April 25, 1956, p. 1.
Chilliwack Progress, Apr 13, 1955, p. 2

Vancouver Sun, August 26. 1968, p.24
Apr 13, 1955

Safe from Death

The Bridge was fatality free. The closest thing to an on-site fatality was when 24 year-old Val Conneely of Burnaby fell and luckily landed 20 or 25 feet down in soft mud on the Queensborough end. (The Sunday Sun, February 27, 1960, p. 19) (Province,February 27, 1960, p. 17).

Off-site however, Arrow Steel Erector's site superintendent for the bridge Martin "Monty" Nathaniel Crabbe died of a heart attack aged 53. (March 8, 1960, p. 16)

Plans for an opening

Plans for the opening were publicized on or before July 21, 1960. (note 3)

(Note 3 - plans appear in the Vancouver Sun of July 21, 1960, p. 5)

Despite the hopes of Mayor Beth Wood, the bridge could not be opened in-time for the 100th anniversary of the incorporation of the City of New Westminster on July 16. (The Sun, February 22, 1960, p. 17)

The Vancouver Sun editions of August 23, 1960 (p.2), August 25 (p. 6) gives the outline for the forthcoming ceremony.

A 10-car motorcade would carry officials from the city hall to the 2:30 pm ceremony taking place on the Queensborough side. After the ceremony, a further reception would be held on Annacis Island

New Westminster Mayor Beth Wood, Phil Gaglardi; J. Laing & Sons. Canada President Wallace B. Haugan on Annacis and Rev. Canon L.T.H. Pearson to dedicate the bridge.

Both Haugan and Gaglardi were to speak at the opening and Wood cut the ribbon to officially open the new span.

There was a brass bridge commemoration plaque placed. We are unsure of its present location.

Opening

The day came. Speeches were made, Rev. Canon Pearson dedicated the bridge, and Mayor Wood snipped the ribbon and spoke in-tribute to the Queensborough community in their efforts and waiting for the span to be built. Gaglardi allegedly quipped the speed limit should've been 80 MPH (130 km/h) on the new "freeway" (Stewardson) instead of the 30 MPH (48 km/h) limit (the bridge is said to have had the same limit). He made the same joke the day before when he opened the monumental Second Narrows Bridge. He had two back-to-back monumental openings.

The opening was picketed by residents of District Lot 172, which was a then unincorporated enclave bordering New Westminster. The northern end of the Queensborough Bridge and its approaches sat in D.L. 172, They held signs and placards mainly protesting the

OPENING cont.

-bridge's instruction into D.L. 172 or the issue of amalgamation with New Westminster.

SNIP GOES RIBBON and Mayor Beth Wood opens Queensborough Bridge Friday. Assisting is Wallace Haughan, president of John Laing & son, and chairman of Grosvenor-Laing.—Gordon Whittaker photo.

IMAGE: Mayor Beth Wood cuts the ribbon with John Laing Canada Pres. Wallace Haughan beside her.

Beth Wood admitted to reporters she'd gotten quite furious about the situation. She saw the protesters as being ungrateful for the *free* services that New Westminster provided them. The Sun recounted that she ordered police to disperse a crowd at the ceremony grounds on the southern end and to send them to protest on the north side of the bridge in D.L. 172 This crowd supposedly consisted "mostly [of] youths". Wood ordered New Westminster Police to disperse the crowd and protesters did so. (Van. Sun, Aug. 27, 1960, p. 3) (ibid, August 26, p. 1)(Province, August 26, 1960, pp. 1-2) There wasn't really another option except funding their own services or having Burnaby supply services.	

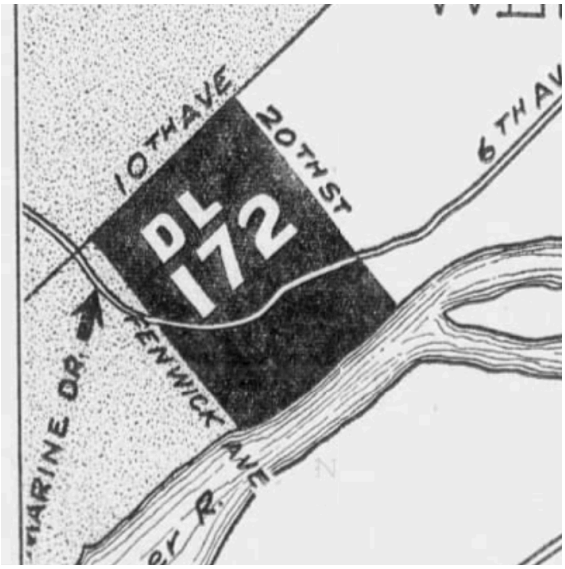


IMAGE: Map of D.L 172

D.L 172 (Connaught Heights" was unincorporated for years. On January 1, 1965 it amalgamated with New Westminster after two referendums (a failed in 1961 and a successful one November 14, 1964).

Image: Van. Sun, March 26, 1960, p. 6 (Vancouver Sun, Nov. 16, 1964, p. 19)(ibid, Dec. 31, 1964, p. 9)

"Connaught Heights - Historical Neighbourhood Context Statements 2008.":0 *New Westminster,* 2008. https://www.newwestcity.ca/database/files/library/Connaught_Hts_NHood_Ctxt_Stmt_14_April_2009.pdf

With the new bridge opening at 3:30 PM, the old bridge closed to traffic an hour later at 4:30 PM (The Province, August 27, 1960, p. 39) (and otherwise as far as we know and according to the plans). No tolls would be charged until 00:00 Sat- 33.5 hours after traffic began (ibid) (ibid, August 24, 1960, p. 12)

The weekend after the opening passed and Monday came. On that day (August 29), The Sun described the morning peak conditions. Most traffic was using Sixth Avenue. It was so congested that New Westminster Police opted to switch the "freeway" and Sixth intersection signal off and direct traffic. The new "freeway" was left "virtually alone". (Van. Sun, Aug. 29, 1960, p. 2)

Just before the bridge opened, City council had approved a traffic plan to allow for access between the Pattullo and Queensborough without causing massive congestion. (The Province, August 24, 1960, p. 12) It seems their plan didn't fully work that Monday.

A Little Grant

New Westminster was reported to have received a $138,000 grant for the elimination of railway crossings (The Sun, April 11, 1961, p. 21) with the Queensborough Bridge (assumedly from the old bridge, overpassing the BCER out to Marpole or some other means).

The new route (including the “freeway” had two level-crossings anyway. One being the B.C. Hydro Central Park Line at the Sixth/”Freeway” intersection where Skytrain now crosses, and the other at the Ewen Avenue intersection with the B.C. Hydro line which went parallel to Ewen.

Selling the old bridge

The old bridge, about 51-or-so years old, was built and completed around the end of 1909 (see note 4) It was given to B.C. Electric by New Westminster for the commonly reported amount of $330,000.

Note 4: Seems to have opened December 1909 or January 1910 (see note 1)

B.C. Electric offered to buy the bridge from New Westminster for $333,000 It linked industrial areas in Queensborough and Annacis Island to the mainland. (This figure is also often cited as $330,000 in the press) (The Sun, March 3, 1960, p. 25)

New Westminster agreed, although it took a considerable amount of time for action to be undertaken.

A wrench eventually fell into the gears.

However, Ottawa blocked the span’s sale. The reason for this was minor and bureaucratic. A small piece of (seemingly Federal) crown land existed at the bridge’s southern end. It blocked the sale of the bridge because the city couldn’t sell land that wasn’t theirs. New Westminster would need to acquire the land. The papers said that Ottawa was willing to sell or give up this small piece of land for the sale to go through. (Van. Sun, Sep. 19, 1961, p.21) (ibid, Sep. 11, 1961, p. 2)

When this story was picked up after Wood publicly spoke about it in September 1961, she reportedly also stated the Federal DPW were reconsidering the sale due to “the change in the ownership of the B.C. Electric” (ibid)(see note 5)

Come early October, news that the Federal Government elected to sell the land for $4,800 broke. A lack of further coverage in both the Sun and Province means it cannot be confirmed if the City accepted the price, negotiated it or rejected it. (Van. Sun, October 2, 1961, p, 1)

In late-January 1962 Mayor Wood announced that the sale had finally been cleared by the Federal Government after the completion of the approval process. B.C. Electric further commented that they would be reconstructing the span under contract. The roadway was to be removed and the bridge rehabilitated. The language used in the Province article regarding the matter specifies this “clear[ed] the way” for the sale. (The Province, Jan. 29, 1962, p. 7)

The B.C. Hydro Annual Report for 1962/63 confirms that the bridge was taken on and converted to rail-only, although without a date or month for the purchase. The report covers March 30, 1962 to March 31, 1963.
(B.C. Hydro “British Columbia Hydro and Power Authority First Annual Report.” 1963, https://digital.library.mcgill.ca/images/hrcorpreports/pdfs/6/632608.pdf. Via McGill Digital Archive Canadian Corporate Reports.)

Wood finally announced that the city had received a cheque for the payment (reported as being $330,000) for the bridge in June 1962. (The Sun, Jun 11, 1962. P. 25)

Note 5: The Provincial Government was trying to nationalize B.C. Electric during this period. On August 1, 1960 they succeeded in acquiring the company. B.C. Hydro spawned out of the debacle later. (Victoria Daily Times, Aug. 8, 1961, p. 3) (Nanaimo Daily News, Aug. 2, 1961, p. 1) (Vancouver Sun, Aug. 2, 1961, p. 1)

Stewardson Way

The City of New Westminster had our presently named Stewardson Way built as a four-lane from 6th Avenue (where the Expo Line goes over Stewardson) to the intersection of Queens Avenue and Twelfth Street.

However, according to Alderman and future Mayor of New Westminster Stuart Gifford, that was not how things played out on bridge opening-day.

He told the Vancouver Sun that Stewardson Way would only be open up to 3rd Avenue. The road was to link up to Queens Avenue, but this was delayed. B.C. Electric had to remove railway tracks in the link-up as part of an agreement with New Westminster. (Vancouver Sun, Aug. 23, 1960, p. 2)

Failure to build the new "freeway" would see Sixth Avenue overwhelmed with newly diverted congestion.

The Sun reported days before Christmas 1959 that Alderman Rober Wen Ballantyne Board of Works Chair said the new link was part of a $150,000 program for new access links to the bridge. That program did not include widening Ewen, as the QRA had hoped. (The Sun, December 22, 1959, p. 1B.

It's not clear if Stewardson was built by contract, day labour or some other means. No record was found for a contract for this article. The main bridge contract appeared to only have covered the north end junction and not any other roadwork on the New Westminster side.

New Westminster acquired the last parcel of land in January. The land in question was taken off of 426 14th Street. (Vancouver Sun, Feb. 25, 1960, p. 9)

Stewardson Way is named after Alan and Harry Stewardson (both pictured below). They were both chief engineers for the city of New Westminster - Harry for 30 years and Alan for 18 years & upwards until the naming of the road after both him and his father.

HARRY STEWARDSON ALAN STEWARDSON

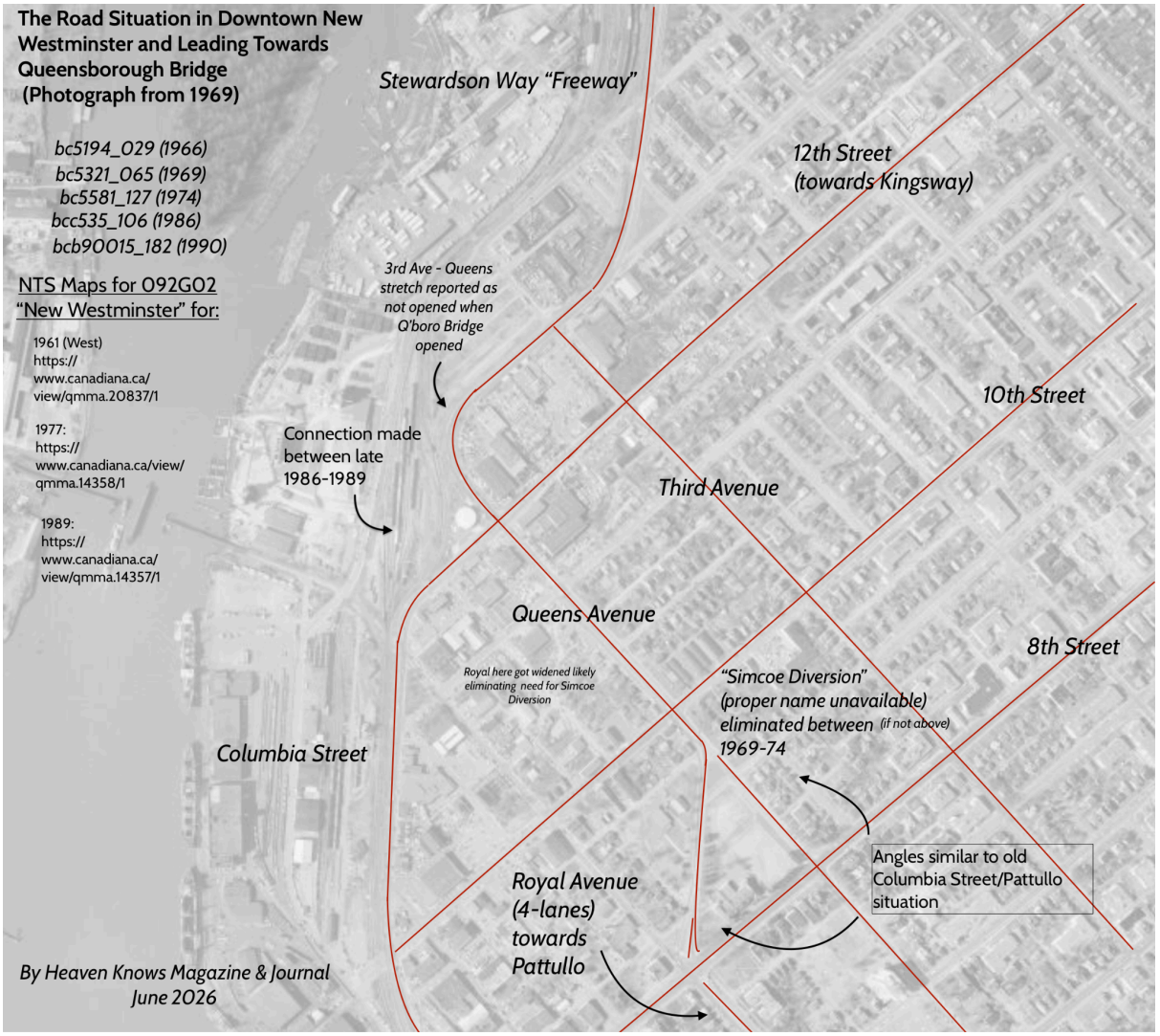
New Westminster Council voted to name the road after them in very early January 1961.

(Province, January 4, 1961, p. 3) (The Sun, January 5, 1961, p. 2B)

The city was able to install a traffic signal at the intersection with 6th Avenue (which was eliminated in 2008).

The section of today's Stewardson Way between Sixth and Marine Way was formerly part of both Sixth and Marine Drive. The section from the trumpet interchange to the former 6th street intersection was initially grandfathered in as a two lane road. It's not clear where Marine Drive ended and Sixth started and vice versa.

Aerial photography indicates this section was widened at some point between 1966 and 1969 (Aerial Photo B.C. 5321-067, 1969) (B.C. Air Photo BC5194-029, 1966)


The Road Situation in Downtown New Westminster and Leading Towards Queensborough Bridge (Photograph from 1969)
bc5194_029 (1966)
bc5321_065 (1969)
bc5581_127 (1974)
bcc535_106 (1986)
bcb90015_182 (1990)
NTS Maps for 092G02 "New Westminster" for:
1961 (West) https://www.canadiana.ca/view/qmma.20837/1
1977: https://www.canadiana.ca/view/qmma.14358/1
1989: https://www.canadiana.ca/view/qmma.14357/1
Stewardson Way "Freeway"
12th Street (towards Kingsway)
3rd Ave - Queens stretch reported as not opened when Q'boro Bridge opened
Connection made between late 1986-1989
10th Street
Third Avenue
Queens Avenue
8th Street
Royal here got widened likely eliminating need for Simcoe Diversion
"Simcoe Diversion" (proper name unavailable) eliminated between 1969-74 (if not above)
Columbia Street
Angles similar to old Columbia Street/Pattullo situation
Royal Avenue (4-lanes) towards Pattullo
By Heaven Knows Magazine & Journal June 2026

MAP: Road situation map demonstrating Stewardson Way and adjacent road network changes in Brow of the Hill/western downtown since 1960.

Take a look at this map. As mentioned, Stewardson ended at 3rd Avenue initially. The extension linking it to Columbia came in the 1980s. The Simcoe Diversion serviced traffic in Downtown for years.

Who contracted?

Newspapers ads see Arrow Erectors taking credit as being responsible for the steel work. (Province, August 26, 1960, p. 8)

Arrow Erectors was not recorded as winning the contract. The B.C. DoH 1958/59 annual report has A.I.M. Steel as winning the contract for "SUPPLY AND ERECTION OF STRUCTURAL STEELWORK MAIN CHANNEL SPAN, with a media report putting them as the awardee as well. (The Province, Feb. 12, 1959, p. 34)

There are two possible reasons for this discrepancy:
--A.I.M. Steel subcontracted the erection to Arrow
--The contract was somehow transferred or given Arrow

In the same year, Arrow erected the steel on the Overlanders bridge up at Kamloops. Western Steel (Western Bridge) had the contract for steelwork on that project (Vancouver Sun, Interior Ed.?. Nov. 21, 1961, p. 4) (Feb. 7, 1961, p. 5) (Nanaimo Daily News, Apr. 27, 1961, p. 2)

Contractors do subcontract work. It's some lucky coincidence that the Overlanders was done by Arrow for another company at the same time! This establishes a pattern: they did subcontract work.

We believe it's almost certainly the explanation for the lack of credit given to A.I.M. on the Queensborough Bridge in the advertisements featured in the Vancouver Sun and in coverage.

The offloading of work hypothesis is backed up by the federal government asking for $62,000 in sales tax on steel from A.I.M. Steel. (The Province, August 25, 1960, p. 25)

Alternatively, the contract might have been switched to Arrow or the contract was transferred. This possibility is overwhelmingly unlikely.

We can say A.I.M. won the bid and Arrow did the work,

IMAGE: View of the open bridge with the north end trumpet interchange, looking southerly, Sept. 1960.

Queensborough Bridge in September 1960 (New Westminster Archives IHP7544) Credit: Don LeBlanch, New Westminster Archives IHP7544. http://archives.newwestcity.ca/permalink/24422/.

A New Deal (Railway)

In the lead-up to the massive Annacis system construction, New Westminster got a pretty deal in April 1983. They would only have to pay 12% of a total of $3.7 million (according to only a single source) of the costs to relocate the B.C.H.P.A (B.C. Hydro) railway

line along Ewen Avenue. The cost of building an Industrial road (Boyd) was on the provincial government too.

As part of the deal, the Province would become responsible for (note 6) the Queensborough Bridge. The bridge could then be modified for inclusion in the Annacis System. (Vancouver Sun, April 21, 1983, p. 7)

(Note 6: Tiptoeing around the word “owned” here. The legalese would be “vested in”.)

The railway was something pushed for even as the new road bridge was being built.

A deal like the final 1983 agreement had even been heard by New Westminster City Council back in 1960, when B.C. Electric pitched a plan worth $170,000 to them. Queensborough Ratepayers Association had moved to concentratedly advocate for the line realignment since at least January 1960 or if not prior. (Van. Sun, Jan. 29, 1960, p. 3)

This potential routing was reported as primarily following Boyd Street. The Annacis branch built a few years earlier would remain as it was and continue to its fork to the island at Stanley Street. The replaced Ewen portion would go via Mercer, Duncan and ultimately Boyd. This plan is more or less what happened, except the present line doesn’t wholly run along Boyd and shifts away from it to go under the Queensborough Bridge and through what’s now the Queensborough Landing Shopping Centre. The reported phrasing re: Mercer and then Duncan is a bit strange, as it’d be a bit bendy. The present line proceeds directly along Duncan.see note 7) (The Sun, June 30, 1960, p. 1)

The realignment would allow for the removal of the tracks which ran on the north side of Ewen in-front of the southern access to the new bridge with a level crossing there. An operational set-up such as this is less than unideal, and would spur back-ups. (ibid) This situation continued until the railway was relocated. (BurnabyMap Aerial Imagery for 1985)

On November 21, 1960 Mayor Beth Wood pledged to remediate the railway situation in Queensborough. The local ratepayers association held a tour of the area for city council on the Saturday-just-passed. (Vancouver Sun, Nov. 21, 1960, p. 3)

Wood further announced at the council’s 1961 inaugural address (see note 8) that the Ewen tracks would be removed. (The Province, January 4, 1961, p. 3)

(Note7: This is only described by the Vancouver Sun. They may have confused something or generalised the information. No exact routing proposal plans was observed for this article.

(Note 8: Inaugural addresses are delivered by Mayors highlighting achievements and plans in their municipalities.

However, for reasons which remain undiscerned, the tracks were not removed.

A sudden piece of news came in June 1962 when the City of Board of Works claimed the city was powerless until a "plan" was created. (Vancouver Sun, June 13, 1962, p. 1)

Eventually, New Westminster's finance committee voted to kill the proposal in January 1964. By then it was slated to cost $385,000. (Vancouver Sun, January 28, 1964, p. 18)

Surprisingly, that is how things work in the real world. Plans are needed.

The railway was realigned before the Ewen/Toll Plaza road connection was closed off. (BurnabyMap, Aerial Photos 1985)

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Route Calamity -B.C. Electric Bus

B.C. Electric's service to Queensborough had to be rerouted onto the new bridge with the old closing.

The company had protested collection of tolls on their buses across the new bridge - giving a $9,000 per year figure in incurred costs (Van Sun, Aug 9, 1960, p. 5)

Nearing the end of October 1960. Residents and the Queensborough Ratepayers Assoc. Began pressing against a proposed change to their route beginning November 18. (See note 9)

The revised route via Eight Avenue and D.L. 172 (See note 10) took significantly longer to get to Downtown (40 minutes according to one report) (Vancouver Sun, Dec. 1, 1960, p. 5)

Note 9: Due to lack of evidence, Heaven Knows could not verify if the November 18 change ever happened. Was the Eighth Avenue routing already in-use before this? Did Queensborough residents keep the route out of D.L. 172? Answers definitely exist for these queries, however the sources which would satisfy them were not accessible to us. We took a glance at the "Buzzer" but perhaps it was missed.

On November 31, 1960 B.C. Electric told New Westminster's Finance Committee they'd be willing to implement a direct route via Stewardson Way (then generally called the Queensborough Bridge freeway in the media) to expedite the journey from and to Queensborough and back. (ibid)

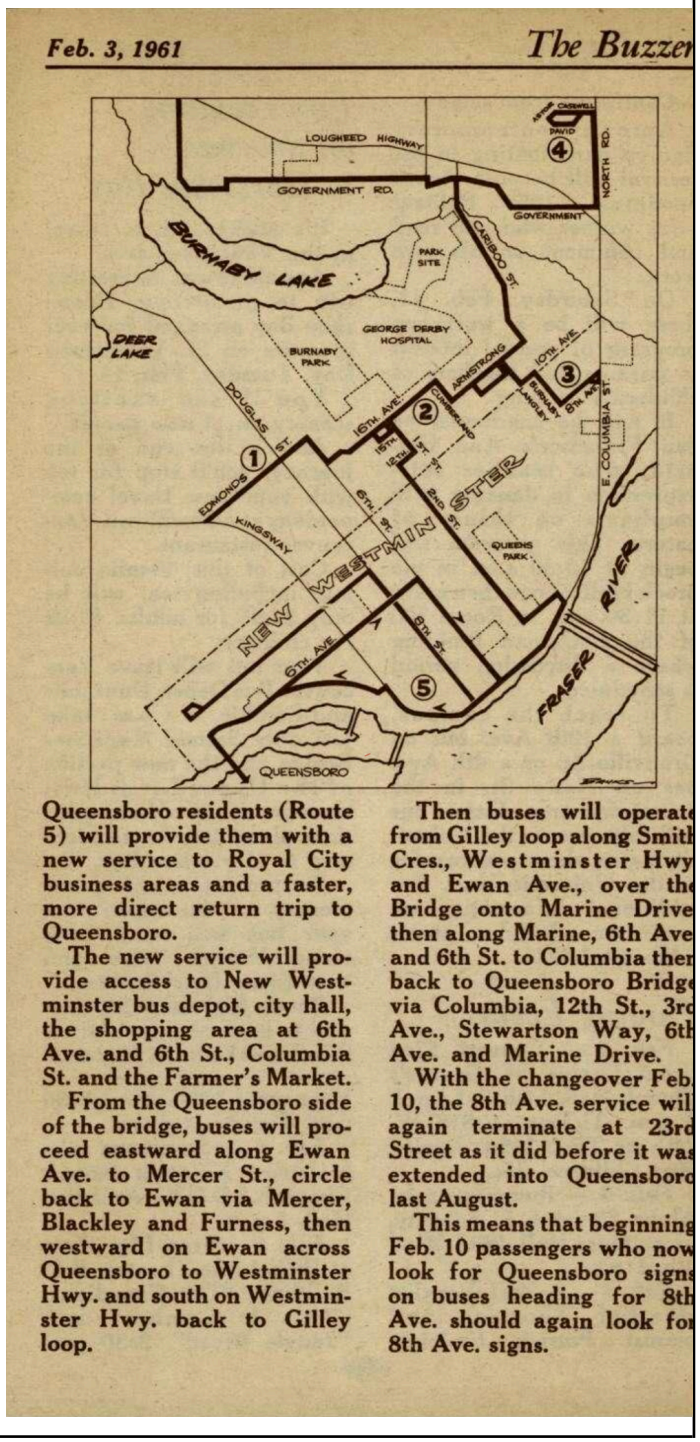
On November 31, 1960 B.C. Electric told New Westminster's Finance Committee they'd be willing to implement a direct route via Stewardson Way (then generally called the new [Queensborough Bridge] freeway in the media) to expedite the journey from and to Queensborough and back. (ibid)

The Sun reported that B.C. Electric informed council that they were taking the route off of Eighth and placing it on Sixth Street. On February 10, 1961, this change took effect alongside other service changes in New Westminster.

This B.C. Electric Buzzer Issue (right inset) provides detail on the revised routing. At the time, B.C. Electric presented outlying area routes as "N1" "B1" "W5". This map implies that those routes may have only carried a number on the ground without a prefixed letter - a possibility which should be looked into further.
(The Buzzer, Feb. 3, 1961)

Note 10 - The Vancouver Sun dated Oct. 27, 1960 (p. 3) says D.L. 172 however the December 1 ed. Only mentions Eighth Ave. As mentioned previously, the Nov. routing might not have been implemented, or both were true. The lack of post-event sources impeaches the consistency and factuality of what happened.

MAP: Revised transit routes in New Westminster, February 1961


Feb. 3, 1961
The Buzzer
LOUGHEED HIGHWAY
GOVERNMENT RD.
BURNABY LAKE
PARK SITE
CARIBOO ST.
DEER LAKE
GEORGE DERBY HOSPITAL
BURNABY PARK
ARMSTRONG
10TH AVE.
DOUGLAS ST.
16TH AVE.
EDMONDS
KINGSWAY
6TH ST.
8TH ST.
QUEENS PARK
NEW WESTMINSTER
E. COLUMBIA ST.
RIVER
6TH AVE.
FRASER
QUEENSBORO
NORTH RD.
Queensboro residents (Route 5) will provide them with a new service to Royal City business areas and a faster, more direct return trip to Queensboro.
The new service will provide access to New Westminster bus depot, city hall, the shopping area at 6th Ave. and 6th St., Columbia St. and the Farmer's Market.
From the Queensboro side of the bridge, buses will proceed eastward along Ewan Ave. to Mercer St., circle back to Ewan via Mercer, Blackley and Furness, then westward on Ewan across Queensboro to Westminster Hwy. and south on Westminster Hwy. back to Gilley loop.
Then buses will operate from Gilley loop along Smith Cres., Westminster Hwy and Ewan Ave., over the Bridge onto Marine Drive then along Marine, 6th Ave and 6th St. to Columbia then back to Queensboro Bridge via Columbia, 12th St., 3rd Ave., Stewartson Way, 6th Ave. and Marine Drive.
With the changeover Feb. 10, the 8th Ave. service will again terminate at 23rd Street as it did before it was extended into Queensboro last August.
This means that beginning Feb. 10 passengers who now look for Queensboro signs on buses heading for 8th Ave. should again look for 8th Ave. signs.

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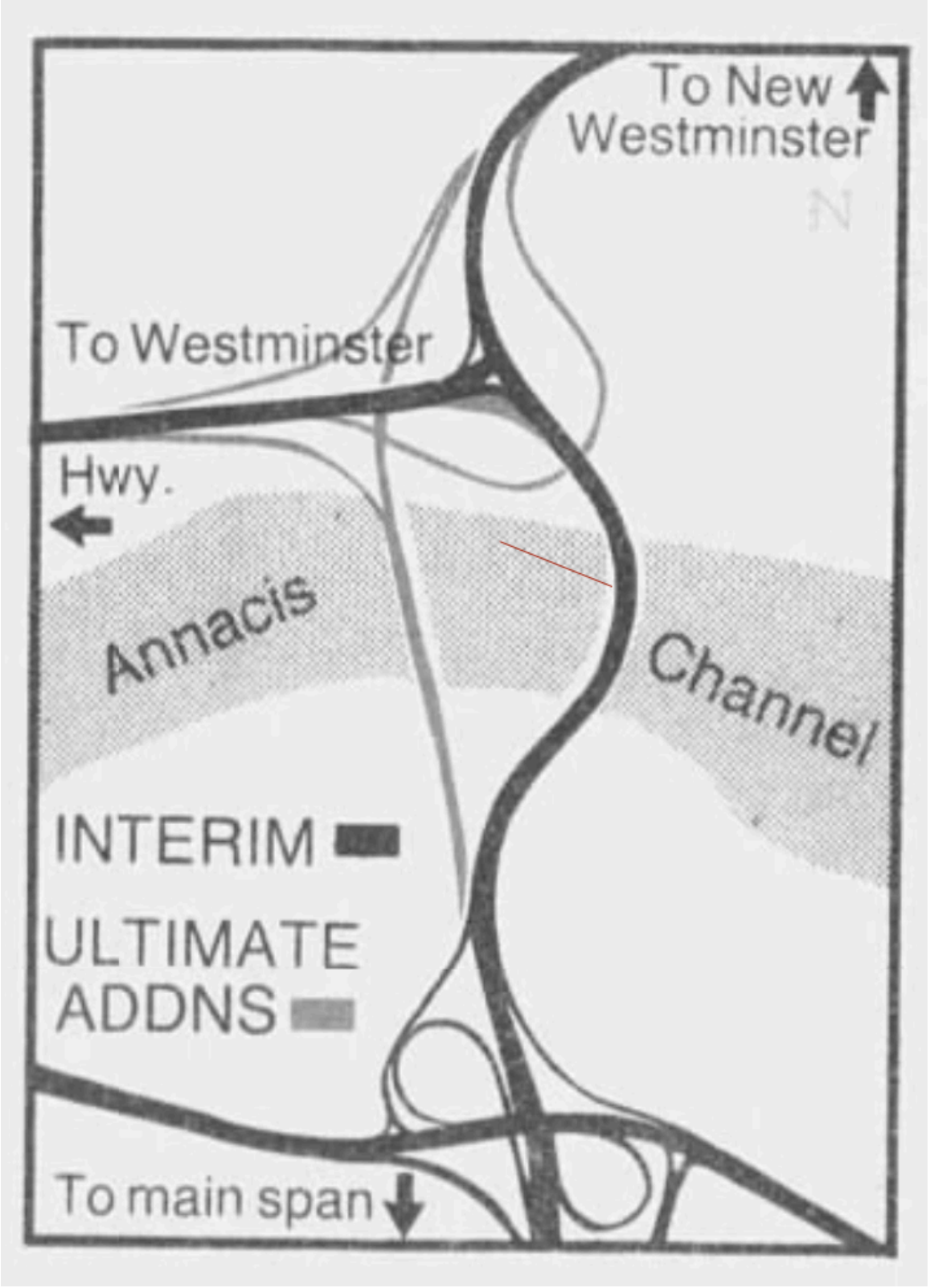


MAP: Annacis Highway Cliveden-Queensborough area plan

This map was *provided on the July 29, 1983 Province*

Tolls Off, Sooner of Later

Queensborough residents quickly came to detest and protest the tolls imposed on the Queensborough Bridge.

In September 1960, one man told New Westminster council that he estimated his tolls paid at $72/year and his taxes at $90. The man, D.L.A. Bolton, requested a $3/month bridge pass or a $36 annual pass for Queensborough residents. (Van. Sun, September 27, 1960, p. 3)

The Queensborough Ratepayers Association (QRA) asked for reductions at a council meeting on Oct. 3, 1960. A reduction of 50% on toll prices was their goal. Alongside them stood nine businesses and the Local 1-357 of Int. Woodworkers of America. The Vancouver Labour Council sought complete removal of the tolls. Mayor Wood was reported to have informed them that council could not consider the removal for another two months because the city would need to review the operational figures for the Queensborough. (The Sun, October 4, 1960, p. 19) Definite consideration of the proposal also appeared to have been promised. (The Province, October 4, 1960, p. 2)

A reduction of 50% was their goal. Come late November, Mayor Wood and other members of council had come to agree that it was necessary and would find a means to reduce the burden. The city's comptroller-treasurer Wilfred Greene was told to find a way to calculate the reduction of costs. Wood commented that the old bridge's annual maintenance costs ($30,000 or so) could be refashioned into a rebate for the residents. (The Sun, November 29 1960, p. 17) (The Province, November 29, 1960, p. 3)

Come January '61, Beth Wood reiterated council's promise to act. (The Sun, January 12, 1961, p. 35)

On Monday January 16, 1961 Council offered a formulated $1 weekly/30 ticket fare proposal. Secretary of the QRA Harold Wilcox objected to this offer. He attested to most locals not making even 20 trips across each week. On the other side of things, Alderman Stuart Gifford was opposed to the offer, since there was a $12,000 projected deficit for the bridge's first year (at least according to him). (The Sun, January 17, 1961, p. 17)

The Sun indicated the bridge had a deficit of $11,000 for its operations from start of collection to the end of 1960. (The Sun, April 20, 1961, 2B)

Regardless of any opposition to their proposed ticket, council carried on with their offering. (The SunJanuary 26, 1961, p. 29)

Residents were simultaneously fighting to get their tax assessments reduced. Multiple reductions in property taxes were given by the New Westminster City Court of Revision (who would adjust such things). The reductions were largely based on arguments that the Queensborough Bridge's opening had lowered the value of properties within Queensborough.

Owners managed to achieve their goal for tax relief, with residential property taxes reduced by $5.58 per residential property. (The Sun, February 16. 1961, p. 33)

Star (Mercer's) Shipyard won a reduction of $1,530. They were located on Duncan near Mercer semi-perpendicular to Poplar Island.

("Star Shipyard Heritage Assessment." Donald Luxton and Associates. October 2009. https://www.newwestcity.ca/database/files/library/NW_Star_Shipyards_Assessment_Oct_2009.pdf)

The QRA fought for further reductions They got a further $100 general "location allocation" (i.e. location adjustments) in late February '63.
(Vancouver Sun, Feb. 27, 1963, p. 3)

In June 1961, the situation was that the New Westminster Toll Authority wasn't going to reduce toll rates or offer relief. In-response, the QRA resolved to hold a 'mass rally' in September of that year in protest, (The Sun, June 28, 1961, p. 29

The QRA began organizing, but city council & Mayor Wood declined to attend a rally scheduled for September 26. She would be at the UBCM Convention and therefore be unable to attend. (The Sun, Sep. 19, 1961, p.21) We could find no coverage of the rally being held as coverage in the Sun and Province was light, but one was arranged October 12, with the Mayor and Council accepting invitations to be there. (The Sun, October 10, 1961, p. 29)

The discussion of relief roused another look by council. In-late October 1961, they considered what action to take. Alderman Stu Gifford suggested the bridge be sold to the province - something which was not endorsed by others. Council instead resolved to have a delegation go to Victoria to seek a grant, and their second course was to have comptroller Wilfred Green once again find a way to relieve the people of Queensborough. (The Sun, October 31, 1961, p. 4)

A bit of relief was on the horizon (potentially). In November 1961, a new proposal for a monthly ticket for $3 (100 trips) was made and recommended to the Toll Authority. Residents were relatively satisfied by the new rate. Secretary Wilcox of the QRA was not pleased that the pass would not 'work' on small commercial vehicles or pickups, which according to him were quite common in the area Otherwise, he was pleased with the prospect. (Vancouver Sun, November 16, 1961, p. 4) The City Toll Authority approved the new pass on December 18, according to The Sun, and it was implemented. (ibid, December 19, 1961, p. 25)

In March 1962, Treasurer Greene reported a $60,000 loss for the Queensborough Bridge for 1961. (The Sun, Mar 27, 1962, p. 25) (Province March 27, 1962, p. 25)

The reaction to the news was to go to the provincial government and ask for a 2.5% subsidy.According to acting mayor Jack Allison, a yearly 2.5% subsidy on construction cost was applied to all government toll authority bridges as a means to ensure recuperation of costs. (The Sun, March 30, 1962, p. 29).

The city wanted a government grant amounting to that ($100,000). Whether that grant would repeat is unclear. (ibid)

Toll Highways and Bridges Authority Act. R.S.B.C. 1960, c. 380., s. 16(1)
https://www.bclaws.gov.bc.ca/civix/document/id/hstats/hstats/2106703447. *"...an amount not exceeding [2.5%] of any capital indebtedness certified by the Authority to have been incurred under this Act on account of such toll-highway or toll-bridge.*

A Meeting

November 1962 saw Mayor Wood, Gifford and N.W. Toll Authority members endeavoured to journey to Victoria to ask Highway Minister Gaglardi for the grant of 2.5% of the cost of the bridge.

This was a promise made by Premier Bennett to Fred Jackson before the bridge was opened (at least according to Wood).
(Vancouver Sun, November 20, 1962, p. 3)

They met with Phil Gaglard November 20. He assured them that he was taking the request up the chain (i.e. probably Bennett) and it would receive consideration. Council affirmed that the Premier had made the promise to Mayor Jackson some years prior. (Vancouver Sun, November 21 1962, p. 2)

Nothing happened.

1963

Come March 1963, a petition that reportedly had up-to 1500 signatures led the QRA to resolve extra-municipal assistance. They sought to solicit help from the municipalities of Burnaby, Delta and Richmond to achieve toll removal for the Queensborough. (Vancouver Sun, March 13, 1963, p. 7

Election '63, Round no. 1

September 30, 1963 would see a provincial election held.

The natural cycle of B.C. politics has often involved toll removal as a political ploy. Bennett would further cement that fact. On August 20, he announced the last two provincially tolled structures (Oak Street and Deas Tunnel) would become toll-less. He'd previously cut tolls off of all other facilities in April. (The Sun, August 20, 1963, p. 1) (Nanaimo Daily Free Press, August 22, 1963, p. 9)

The end of the B.C. Toll Authority and tolled facilities made the Queensborough Bridge the only toll bridge in the province.

The Province reported that month that some $3.25 million of the debt was still outstanding. $750,000 of the principal had therefore been paid. (Province,August 21, 1963, p. 1)

A report by the Sun in September gives updates on the situation. The city had sent a telegram to Victoria - something the QRA found insufficient to achieve toll removal. Secretary Willcox plainly made his criticism, announcing that the city should've sent a delegation to Victoria instead of merely sending a telegram. The association also denounced the lack of "active backing" given by council to Alderman Doug Stout's call-to-action for - (*well)action* by council.

Bennett Gives a Bone

A breakthrough was finally made in the progress of seeing tolls of the Queensborough. To the favour of the Queensborough toll removal camp, it was made known in late-August that W.A.C. Bennett was willing to take control of the bridge and do away with tolls. The conditions for this to occur? A conditional 3-way ⅓ ⅓ ⅓ equal contribution by Ottawa, Victoria and New Westminster would be needed to pay-off the outstanding debt, and for Socred Victoria to participate. Bennett at this point in his career had completely denounced tolls. They would be gone from the provincial highway system at the end of the fiscal year as part of a blatant political promise. The Vancouver Sun detailed that the city believed it'd have $3,759,000 debt outstanding at December 31, 1963. They pegged an annual toll revenue of $275,000, far short of the $335,000 annual required for repayment by the target year of 1981. (The Sun, August 27, 1963, p. 7) (Vancouver Sun, March 23, 1965, p. 19)

According to New Westminster City By-lay no. 4026. ""Parking Deck Extension By-law, 1964": the following was reported "quote"

(B.C. O.I.C. 398/1965, February 12, 1965. https://www.bclaws.gov.bc.ca/civix/document/id/oic/arc_oic/0398_1965/)

AND WHEREAS the depreciated value of the Queensborough Toll Bridge
as at the 31st day of December 1963 for which the City possesses a
Provisional Certificate of Self-Liquidation granted by the Inspector
of Municipalities is $3,855,351.00.

New Westminster alderman Doug Stout argued that with toll removal for the Oak and Deas pending, that it was the duty of Victoria to remove the Queensborough's tolls. He hyperbolically proposed that council "go over and camp on Bennett's door until we get a hearing [regarding removal]." (Vancouver Sun, August 23, 1963, p. 23). He pointed out that removal on provincial structures would lead to a loss of traffic & revenue as free crossings would draw traffic away from the tolled Queensborough.

Beth Wood did not support the notion of removal being "Victoria's duty", something which Stout criticised her for. (ibid)

In September 1963 as the general election campaign was in-full swing - another big event in the financial relief saga occurred when Premier Bennett offered to pay half of the bridge's debt. Bennett specified on September 17, 1963 in an interview in North Vancouver that tolls on the bridge

would need to be removed as a prerequisite condition for the deal. (The Province, September 18, 1963, p. 1) Crucial to understanding of the situation, both ⅓ ⅓ ⅓ split and 50/50 offer was acceptable to Bennett and were standing. (Vancouver Sun, September 18, 1963, p. 37)

At a rally during the campaign that September, New Westminster MLA John "Rae" McRae Eddie (NDP) pledged that if his party formed government the bridge the tolls would go & the province take-over the bridge. (Vancouver Sun, September 11, 1963, p. 27)

Beth Wood noted that the 50/50 offer was not an official one. Her position - according to the Sun - was not one of enthusiasm for the proposal. The coverage of her position puts her as placing the final decision-making for it as being on the taxpayers in the city. (Vancouver Sun, September 19, 1963, p. 5)

Bennett's Social Credit was re-elected to govern. MLA Rae Eddie was also put back into his seat.

At the start of October, the city was officially handed the 50/50 offer by Health Minister Eric Martin. It was official. In this massive proposal the provincial government had actually offered to pay half of the bridge's debt. With the failure of the Victoria-Ottawa-New Westminster proposal, the prospect was bright. (Vancouver Sun, Oct. 2, 1963, p. 4)

Council passed a motion to arrange a trip to Victoria to discuss the proposal. The QRA wanted to come along on the trip.

Doug Stout made his feelings regarding the need for taxpayer involvement in the deal known. They needed to have the chance to approve the deal in a referendum before the city council made it final. (ibid)

The city would reject the QRA's request to have a meeting (with whom is technically not clear, this must've involved the trip to Victoria). (The Sun ,October 16, 1963, p. 33)

1964

In February 1964, Bennett reaffirmed his commitment to local MLA Rae Eddie in the legislature, that being of the ⅓ ⅓ ⅓ split. This came after Eddie told the legislature he had received a 1400 name petition calling for removal. (Nanaimo Daily Free Press, *February 18, 1964,* p. 3)

When tolls were removed on the Deas and Oak Street on April 1, 1964. The Queensborough stood alone. It was now the last toll bridge in the province.

Come May 1964, the anti-toll Alderman Stuart Gifford was now Mayor after Beth Wood suddenly resigned in April. (The Province, April 14, 1964, p. 1) Gifford was sworn-in on May 19, 1964 after an uncontested election, he promised to negotiate the removal of the tolls. He acknowledged he could not go it alone - other levels of government would need to help the city to accomplish removal. (Vancouver Sun, May 20, 1964, p. 11)

Gifford gave his own word that renewed efforts would continue at a QRA rally in late-May. He would be meeting with Municipal Affairs Minister Dan Campbell shortly and later on meet W.A.C. Bennett. It was reported that all candidates in the election that May for a single vacant seat on council , all of those running were in-favour of toll-removal. (Vancouver Sun, May 27, 1964, p. 6). A week or so before at about the same time Gifford was shown-in, Phil Gaglardi had kept the three-way split offer afloat on his end. He even claimed that if Ottawa said no, he'd try to go 50-50 with the city. (Province, May 21, 1964, p. 2)

What happened to the firmness and hope in removal from Bennett? And furthermore…

After conversing with Bennett about the bridge issue at the opening of the Port Mann that June, Gifford decided to try to solicit the help of Ottawa to pay the Queenborough's debt. The Sun reported that Phil Gaglardi was still keeping steady. He'd still pay ⅓ of the debt if the City and Ottawa contributed the remainder of the total, just as Victoria had promised to do that April, when Provincial Secretary Wesley Black mentioned it in a letter. (Vancouver Sun, April 1, 1964, p. 51) (ibid., June 16, 1964, p. 10)

And why are we getting Ottawa involved again?

GIfford indicated in August the city was continuing to discuss a means of toll removal. The city proposed that if New Westminster would take over D.L. 172, the province would take responsibility for the Queensborough. This was just another possibility that never eventuated. (Vancouver Sun, August 18, 1964, p. 9)

A news report in September details that Gifford told the city finance committee he'd been given a bit of a run around by the federal government. Even after speaking to Arthur Laing (MP Vancouver South/Minister of Northern Affairs), he still had no commitments. (Vancouver Sun, September 22, 1964, p. 11) It can be assumed that he got a no, since nothing happened.

To conjure a bit of speculation: it can be presumed that the feeling amongst what must've been a good deal of Queensborough residents is that they were an afterthought to the city. A small, minor, geographically isolated and rural community within the Royal City. The Queensborough Bridge being a focal point in that sentiment. They still had tolls, unfairly economically disadvantaged by them - and it helped keep them isolated from their own municipality.

In October the Sun ran the story "Village Status Urged - "Shunned' Queensborough Hears Cry of Separatism." The QRA had resolved that Queensborough 'withdraw' from New Westminster and form a separate municipality (a village). Secretary Wilcox was directed to make contact with Municipal Affairs Minister Dan Campbell to discuss separation and incorporation. Wilcox even speculated that D.L. 172 could team-up with Queensborough to form a larger municipality. (Vancouver Sun, October 8, 1964, p. 13)

Another possibility that never eventuated, because there has never been a Corporation of the Village of Queensborough.

1965

February 65', eight days a week did many want the tolls off.

New Westminster MLA Rae Eddie continued to be one such man, and one with leverage. In early February he publicly asked the provincial government to get them off. Quote: “the levy of tolls is causing a depressed area in the region – the value of homes has depreciated and industry hesitates to locate there.” (Victoria Daily Times, February 4, 1965, p. 11)

New Westminster council once again resolved to push Victoria for removal on March 1. Gifford had personally informed the press he wanted toll removal and a handover. (Nanaimo Daily Free Press, March 1, 1965, p. 2) Another potential trip to Victoria awaited. Alderman Doug Stout was particularly vocal on the matter. (ibid, March 2, 1965, p. 2) (Vancouver Sun, March 5, 1965, p. 54)(Province, March 1, 1965, p. 8)

Stout put forward his idea of using the provisions of the renewed provincial “Highway Act” to help remediate the expenses. The act was in the process of being amended. A revision would include a revised annual grant to any city of a population more than 30,000. The new 30,000 (from 15,000) and above marker prohibited the designation of any arterial highways (provincially owned roads) in their limits. The finance committee carried his suggestion, and the amendment act would achieve assent on March 26. The amendment also removed a mileage cost cap that severely limited the amount received.
(Vancouver Sun, March 23, 1965, p. 19) (Highway Act, RSBC 1960, c. 172, Part III) (Highway Act Amendment Act, 1965. SBC 1965, c. 17)

It seems that the matter was discussed near to the end of March. However, nothing seems to have transpired. (Vancouver Sun, March 30, 1965, p. 11)
2,5 hf jackson

On Monday April 27, 1965, George P. Cassady replaced J. Hollis Gilley as a trustee for the Queensborough Toll Authority. (Vancouver Sun, April 27, 1965, p. 23)

Deafness is encompassing…. There’s now news.

The Success of ‘66

Before Christmas 1965, Dan Campbell informed Gifford that he would speak to Premier Bennett. (Province, December 21, 1965, p. 29)

A ‘reminder notice’ re: the bridge was delivered to the provincial legislature in February 1966. Rae Eddie again spoke of bridge’s making of a "depressed area”. He demanded a $330,000 grant (presumedly yearly) to cover the outstanding debt be given by the provincial government. (The Province, February 9, 1966, p. 7) (Vancouver Sun, February 6, 1966, p. 9)

The New West Labo[u]r Council voted to call for the removal of tolls in June. (Vancouver Sun, June 23, 1966, p. 62)

Election '66, round no. 2

September 1966 would see another provincial election. Twelve-year Alderman Edith Maud Corrigan was nominated to run as the Social Credit candidate in the single-seat New Westminster riding. She would be contesting the seat with the incumbent Rae Eddie (NDP).

Corrigan, sister of the former mayor of both New Westminster and Vancouver Fred Hume, had already faced Eddie in 1963 and lost. Each candidate would begin making election promises. One topic on which their views met was the Queensborough Bridge (Province, August 18, 1966, p. 7) (Vancouver Sun, August 18, 1966, p. 3)

Image Maude Corrigan with the "Centennial Community Centre", partly repurposed toll building in 1967.

This photo shows Maude Corrigan with the extension added to the toll building as part of its conversion into a community centre. Only the door of the main building is visible in this photo dated 1967. We're not sure if she was still an alderman. Verify for yourselves. She is wearing a fur hat.

"Maud Corrigan at the Centennial Community Centre." IHP10000-0550, *The Columbian,* 1967?.
http://archives.newwestcity.ca/permalink/55334/**.**
SEE ALSO:"Centennial Community Centre." IHP10001-0965, 67969.
http://archives.newwestcity.ca/permalink/67969/.

ON September 1, 1966 W.A.C. Bennett made a lengthy speech in New Westminster.

He decreed (promised really) that his re-elected government would pay the debts on the Queensborough bridge and that no bridges would have tolls in B.C. come 1967. What for? The bridge would be a “centennial gift” to the city. The centenary year of Canadian Confederation would see the Queensborough become free. (Vancouver Sun, September 2, 1966, p. 1)

The election would prove to be a heat. Eddie’s seat was in jeopardy this year, even more so than in the tight race in 1963. This time there was no Progressive Conservative candidate, so Corrigan had a greater breadth. No matter who formed government, the tolls would be gone.

That put Rae Eddie in a bad position. His playing hand had been strained. He would tell the Sun that Bennett’s promise was a “political gimmick" designed to” brib[e] the voters.” He continued by decreeing that he was deserving of credit for the removal of the tolls, informing the Vancouver Sun that “on two occasions I’’ve extracted promises from Bennett that he would remove bridge tolls…I’m going to take credit for it when it's done.”

Eddie pulled it off. 5751 to 5552 versus Corrigan (Liberals got 1577).
“Electoral History of B..C.” p,. 289, 296.

Stuart Gifford with his wife Betsy Gifford c. 1960, Basil, King/The Columbian. “**Stuart Gifford leads aldermanic poll.**” New Westminster Archives, (Photo), IHP10000-1026. http://archives.newwestcity.ca/permalink/56171/

Perry Mason Moment

At the changing of dates from November 18 to November 19, 1966 (00:00) tolls were officially removed. (CP. Victoria Daily TimesNovember 19, 1966, p. 7)

Premier held a ceremony - one with glamour and a dash of disrespect

Star struck and some snubbing? How?

For the ceremony, Bennett chose to bring New Westminster's own Raymond Burr.

The date was specifically picked. November 19, 1866 marked the merging of the colonies of Vancouver Island and British Columbia into a united one, exactly 100-years earlier.

Burr had come flown back to Vancouver on the 17th to participate in the centennial celebration in his hometown, and of course see his folks

(Wedman, Les. Vancouver Sun, November 18, 1966, p. 37) (Province, November 18, 1966, p. 33)

On the 19th Burr read the proclamation that united the colonies of Vancouver Island and British Columbia aloud as part of the celebration. He participated in a reenactment ceremony as J.A.R. Homer, the man who read aloud the proclamation which merged the two. The ceremony also featured a replica S.S. Beaver who delivered Burr to the (Vancouver Sun, November 21, 1966, p. 1. Ed. C?)

The day before, (the 18th), Bennett chose to remove the tolls, effective midnight (00:00) November 19.

It would represent a "centennial gift" to the Royal City. The targeted celebration was formerly Confederation, but clearly it was changed - *perhaps* with spontaneity.

According to reports, the last toll on the bridge was paid by Bennett and Raymond Burr at midnight (~00:00) The Sun's account placed Burr as the one who put in the quarter - one that he borrowed from Bennett. '(Strand, Alf. Vancouver Sun, November 19, 1966, p. 1)

Hollywood Star and a Council Not Informed

Mayor Stuart Gifford attended the ceremony because Bennett had informed him. However, his colleagues on council and the local MLA weren't informed

Apparently, Gifford got the news two hours before the final toll, when Bennett informed him in his hotel suite at the Royal Towers. (Strand, Alf. Vancouver Sun, November 19, 1966, p. 1) (Province, November 19, 1966, p. 1)

Gifford reported that he was a jubilant man.

But big faces weren't even informed, but they still managed to find out and come down.

Still, MLA Rae Eddie and New Westminster Aldermen Muni Evers & Doug Stout managed to attend the ceremony. They just weren't invited as dignitaries. Alderman Muni Evers charged that council members were not informed of the removal at all. (Strand, Alf. Vancouver Sun, November 19, 1966, p. 2)

It was something which Doug Stout told the Vancouver Sun was the best thing to have happened in his seven year tenure. Yet, it was something he hadn't been told was happening. He went on to point out that Bennett was using it for a publicity move for the upcoming Cariboo Riding by-election, which his cabinet member Robert Bonner was running in. (Elections B.C., p. 300)

The Sun implicitly mentioned that Lieutenant-Governor George Pearkes had come to the ceremony. (ibid) He remarked that he was surprised that the removal was happening, because he'd not done that. We couldn't find any order-in-council regarding removal. (ibid)

Things appeared to have been done later.

Toll Takers Lose Jobs

The toll collectors were out of a job.

The toll authority would be shutting down, with their jobs no longer required.

Roy Laren, Chief Toll Taker, said that it'd take a month for the authority's work to end, a time period which Mayor Gifford also gave when asked. That was because they had to refund commercial vehicle and other tickets. (Strand, Alf. Vancouver Sun, November 19, 1966, p. 1) Vancouver Sun, November 21, 1966, p. 3)

Concern was on where the seventeen staff would go. Gifford strove to supply them with further employment after their work wrapped up using the toll administration building at the south end as a community centre, asking Bennett if that would be fine. Bennett allegedly didn't object. (Since the Premier didn't buy the bridge, did he have a say?

The building would need to be moved onto another site. Eventually it opened as the Centennial Community Centre, presumably in 1967.

"Maud Corrigan at the Centennial Community Centre." IHP10000-0550, *The Columbian,* 1967?. http://archives.newwestcity.ca/permalink/55334/**.**

"Centennial Community Centre." IHP10001-0965, 67969. http://archives.newwestcity.ca/permalink/67969/.

A drunk, a drunk!

At the council meeting on Monday November 21, Alderman Tom Radbourne issued a "j'accuse". He told council that one of its members had been drunk and had been abusive towards Bennett.

Radbourne was not there. He had heard of the event from a woman phoning into a radio show earlier that morning. The Sun said he "did not identify the alderman to whom he had referred" (Vancouver Sun, November 22, 1966, p. 2)

Gifford immediately verbally censured the topic. He did not want to entertain such a loose accusation at the meeting (he reportedly banged his gavel to interrupt Radbourne). Nevertheless, council was polled. Only Gifford, Evers and Stout said they had attended (reflected in the press record). Members Radbourne, Corrigan, Jack Allison and Ken Wright all said they hadn't been. There.

Stout denied any members attending had been drunk or abusive.

Gifford almost confessed. Quote: “Well I was, and I take responsibility for what went on. The matter is closed.” Was that an actual confession? Or a mere blanket taking of responsibility. More likely the latter.

Evers was able to listen to the broadcast, and didn’t think the woman had her facts in-order: the Sun quotes him as commenting that: “She was noit clear in what she said. I didn’t understand it.”

Gifford was elated for the removal of tolls. Council approved the sending of a letter of thanks to the Premier for it. (ibid)

From an official point-of-view regarding toll administration, Gifford told council he as head of the Queensborough Toll Authority had removed the tolls (seemingly at the ceremony) (Vancouver Sun, November 25, 1966, p. 14). He affirmed that the Toll Authority Board ratified the action on Monday.

That Thursday he told the Sun that both City Administrator Ted Ross and himself needed to meet Bennett to arrange the formalities of the removal, mainly how it would be financed. Despite his joyous position, Gifford could admit that because of the suddenness of the removal, they didn’t have a plan for the bridge. Would Victoria take it on? Nor was he sure of how to find jobs for the soon-to-be jobless toll staff. (Vancouver Sun, November 25, 1966, p. 14)
(The Province,November 22, 1966, p. 1)

Days later, Gifford was re-elected for a third term. He had no opposition and was acclaimed. (The Province, November 29, 1966, p. 1)

The Queensborough Bridge Toll Booth Authority advertised via newspaper notice that they would offer refunds to all unused toll tickets. The tickets would need to be presented at the Toll Authority Office (south end of the bridge) by December 31, 1966. (Queensborough Bridge Toll Authority, December 6, 1966, p. 51. Notice). The Sun reported that they received pay to the end of November, and severance pay in December. A final cheque was sent December 31. (Vancouver Sun, February 18, 1967, p. 7)

The city was ‘ordered’ (likely in early December 1966) by the Provincial Treasury to take the toll booths down because they were traffic hazards. As to what leverage the treasury had, one can only guess without further information. Gifford was quoted as detailing that the principal amount which still needed payment was $3.36 million. (Vancouver Sun, December 6, 1966, p. 19)

As to if the toll takers got jobs, the Sun reported that there were 13 men who lost their positions. In mid-February, the city had managed to employ two of them, one in parking meter work and the other one in the magistrate’s court office. Two

The others found jobs elsewhere and one man had died. Eight remained without a job.

Mechanism: the *Queensborough*

Bridge Act SBC 1967 c. 61

In March 1967 the legislature enacted the Queensborough Bridge Act SBC 1967 c. 61

Or in long-form: An Act for the Payment of the Debt of the City of New Westminster With Respect to the Queensborough Bridge.

It is a short five section, two page act. It is still in-force. It's a part of our living law, but hasn't even been amended since its enactment. (Queensborough Bridge Act, SBC 1967, c. 61)

It's an appendix of the law - a vestigial act.

The act established a new Queensborough Bridge Trust Fund for the provincial government to pay the debts off of the Queensborough.

Given the pattern of payments observed when browsing the B.C. public accounts - the debt had to have been paid off according to the debentures' schedules. They would still be legally effective.

Some snippets of the amounts remaining for the trust (later sinking fund)

"Total Appropriation, expended"

Queensborough Bridge Act	3,490,210	3,490,210

1966/67 Public Accounts, E39,
https://archive.org/details/britishcolumbiap01brit_5/page/n39/mode/2up.

Queensborough Bridge Account	3,311,923

1967/68 Abridged Public Accounts, p. 23.

Queensborough Bridge Account	3,166,393

1968/69 Public Accounts, p. 23.

Year Present, past year, (decrease)

Queensborough Bridge Account	1,966,197	2,167,137	(200,940)

1975/76 Public Accounts, p. 33.

Queensborough Bridge account	991,799	1,247,984	(256,185)

1979/80 Public Accounts, p. 43. This is under "sinking funds". The account disappears in public accounts after this.

CHAPTER 61

An Act for the Payment of the Debt of the City of New Westminster with Respect to the Queensborough Bridge

[*Assented to 23rd March, 1967.*]

Preamble.

WHEREAS on the nineteenth day of November, 1866, the Colonies of British Columbia and Vancouver Island were united to form the Colony of British Columbia:

And whereas the City of New Westminster was the first capital city of the united Colony of British Columbia:

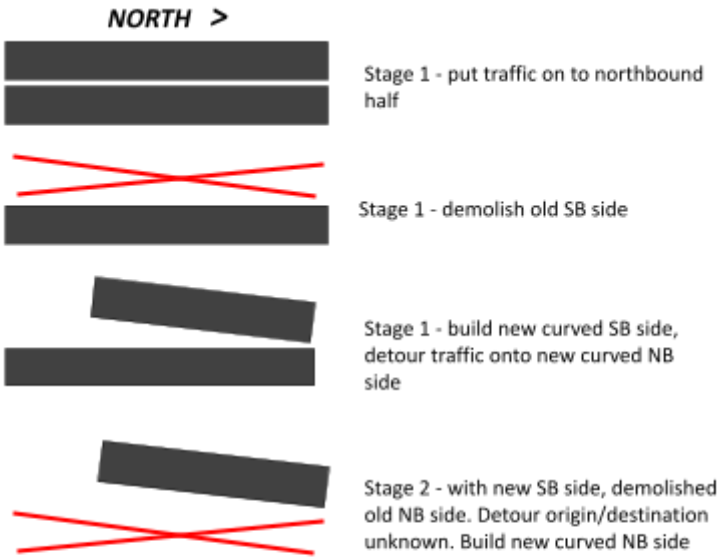
And whereas the citizens of the City of New Westminster have been the promoters of the well-being of all inhabitants of British Columbia and have made an especially significant contribution to the attainment of the present status of this Province in Canada and elsewhere:

Now, therefore, Her Majesty, by and with the advice and consent of the Legislative Assembly of the Province of British Columbia, enacts as follows:—

IMAGE: Preamble to the Queensborough Bridge Act

Clearly, this was a gift to the city.

1984-1986 - Queensborough Bridge Modifications and The Annacis System (91)



Stage 1 - put traffic on to northbound half

Stage 1 - demolish old SB side

Stage 1 - build new curved SB side, detour traffic onto new curved NB side

Stage 2 - with new SB side, demolished old NB side. Detour origin/destination unknown. Build new curved NB side

Possible detour area? (red circled) (conjecture) - before NB realignment built
(BurnabyMap 1985 aerial photo layer, https://gis.burnaby.ca/burnabymap/ Accessed Jun 30, 2026)

No evidence as to where traffic was diverted once the northbound side/ toll plaza-Ewen connection was demolished

Let us postulate three hypotheses - all are conjecture unless one is proven

1. A detour from new SB side to Ewen Avenue (there is scarified earth visible in the inset photo on the right & this is slightly supported by the inclusion of "interim detour" on the B.C. Gazette notice C-2656.
2. A detour was made along the new Queensborough Connector to Howes Street where traffic could go to Ewen (no evidence for this has come up, but it is a possibility. The Gazette notice could also reference this.
3. The entire Queensborough Connector couldn't have been opened. A traffic notice featured in the July 30, 1986 edition of the Province (p. 32) said the Connector would open that day.

Staging scheme from as-built drawings from 1984-86
(sched_t3_-_03-1984_project_no_84030)
all dated Jan 14 & 15, 1986
(record drawings after construction)

IMAGE: Diagram of construction scheduling for Queensborough Bridge southern end modification

The Annacis System: Reinvigorate

The north end of the bridge required alterations to handle the traffic load generated by the new Annacis system. A new arterial roadway was also being built to replace Marine Drive as the primary means of transit on Burnaby's shore of the North Arm. This was Marine Way, and it would also be a traffic generator.

Marine Way itself has a long and interesting story, dating back to a small test fill built in July 1978. (Ann. Rpt. 1978/79, p. 50). For the purposes of this article however, it will mostly be skipped over. Construction had been quite slow. It could be speculated that with the 1980s recession, it had been put on the backburner. However, that is a mere guess.

The section of Marine adjacent to the north end of the bridge (project C-1121) was let as a hogfuel contract and 'preliminary gravelling' which had been let seemingly near the end of FY 1981/82 to United Contractors for $1,916,914. The lowlands necessitated hogfuel (a mix of unprocessed bark, chips and sawdust from forestry) for a light fill. The mixture would be used throughout the Annacis system.

C-1121 covered Bryne Road to the Queensborough (2.69 km) and had to combat the water dense area provided courtesy of the Fraser River. The paving of the previous section of Marine Way from Greenal Rd near Boundary to Bryne was let to Jack Cewe Ltd. in FY 1982/83 for $421,241.50. (1981/82, p. 139)

The paving for this section was later tendered and subsequently let to Columbia Bitulithic in FY 1984/85. It is odd that it was described as being from Greenal (near Boundary Rd in Burnaby/Vancouver) to the Queensborough - thereby overlapping the previously mentioned one Greenal-Byrne paving contract. We will leave this inconsistency as it is. (1984/85, p. 131)

The new contract (C-2681) was for gravelling & paving and was put as 5.1 km long in the 1985/86 Annual Report. For the 1984/85 report, our source image is very blurry, but it looks like it might've been put at 3.4 km there, although we cannot confirm if that was actually the case. Google Maps supports a 5.1 km distance for directions between Greenal and the bridge. (Google Maps). Columbia won with an $867,680.20 bid. (ibid)

(Ann. Rpt, 1985/86, p. 114)

On the New Westminster side of things - the Province the let C-2380 Queensborough Bridge to Sixth Avenue on May 10, 1985 to United Contractors for $1,821,934.54 (1984/85, p. 129) (Report of the Coquihalla Commissioner, Datafile A)

Two smaller projects were undertaken: C-3722 to relocate the 20th Street storm sewer and C-3087, which would revise parts of the street network totalling 1.1 km.

C-3087 is listed as including the "5th Avenue extension" and "18th Street". The 1985 aerial imagery supplied on BurnabyMap reveals realignments and diversions south of sixth avenue/Stewardson. Work elsewhere may have involved simple closures, relocations or repaving.

The smaller projects may have been included within the United Contractors' contract, but a clarifying source is needed to prove this suspicion as verifiably true.

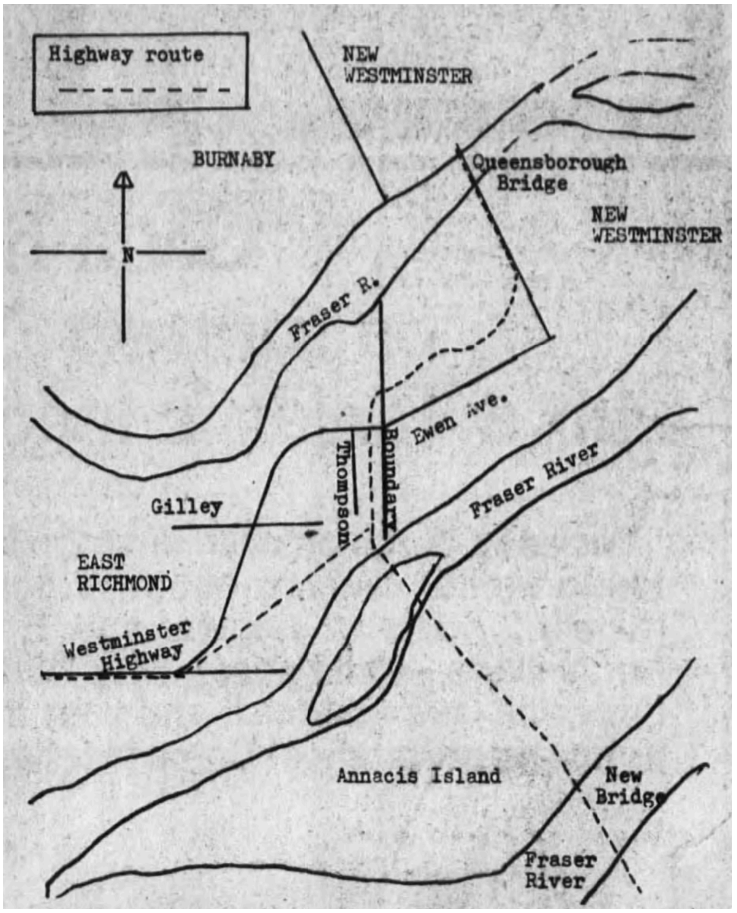
Defining a boundary line between the road reconstruction projects coming from Marine Way and 6th/Stewardson is tricky. Two new protrusions were built leading west off of the trumpet interchange to connect with the new Marine Way. These form an easy determinant barrier. However, a new unidirectional bypass was built south of the existing loop nearer to the railyard for EB traffic to New Westminster. It is in a grey zone where we cannot determine who was responsible for it without proper documentation.

Along Stewardson, 23 street facing houses were demolished to widen Stewardson and accommodate turn lanes. Seven houses behind the easternmost of the street-facing houses were also demolished - although one was cleared out by 1982, so possibly just six. Two houses left inside the eastern end of the interchange had unfortunately met the same fate.

At the western edge of the interchange, up two nine houses (possibly eight) were demolished and 11 met the same fate on Trapp Avenue, which also needed realignment. By our count eleven houses on the north side were demolished and four on the south side. An additional house on WIllard also went. Two others were destroyed just west, although we won't count them.

That makes 55 to 57 houses destroyed, not including any businesses.

(Deduced from Burnaby Aerial Images from Burnaby Map dated 1976-1989).



MAP: Annacis System detail map from March 1980 (Richmond Review, March 26, 1980, p. 1)

The Bridge That Never Was - The Queensborough's Replacement at Tree Island

In 1975 CBA Engineering produced and released a feasibility study for the Annacis Island crossing.

As part of volume 2 of the study, multiple alternative alignments were outlined in drawing. For a crossing of the North Arm of the Fraser River, the option was to use or to build a new one. CBA produced a drawing (which is the only one presented in drawing #2). Although the name was (likely) not used for the proposal, the name "Tree Island Bridge" will be used to refer to this span.

A 2950 ft (899.16 metre) steel arched box girder bridge (haunched girder bridge) similar to the Queensborough was planned. With a 310 ft (94888 mm) main span with two 210 ft

(64008 mm) adjoining spans on each side. The north approach would be 8 spans of 135 ft (41148 mm) making 1080 ft (329.184 mm); the southern approach spans were to be 3x 200 ft (60960 mm) spans and a further 4 x 135 ft (41148 mm) spans. Four lanes making 12 ft (3.6576 m) each with meager 3 ft (0.9144 m) shoulders topped off with two sidewalks. This made a 74 foot (22.5552 m) o/a profile on the main span. Both the Big Bend and Lulu Island sides had 1200 ft (365.76 m) radii curves as part of their approaches - although they were not carbon copies.

The Lulu Island approach would have run in-between Boundary and Thompson Roads (parallel) continue north and then curve northwesterly passing over Tree Island near the casino (a lot closer to the attaching causeway than the tip of the island) and then crossing the north arm and then bending northeasterly almost directly north.

CBA Engineering. “Annacis Crossing Island Feasibility Study, Volume 2 - Drawings. “ Report no. 751, August 1975, plates 36, 56.

The CBA study had also included drawings showing options for a new road connecting up to the Edmonds area (the Kingsway extension was a name used for this). Alternatives for the new road[s] were drawn up from both the Queensborough Bridge and from the Queensborough Bridge. (ibid).

A new bridge of course never happened. The province opted for the Queensborough.

Money Perhaps? (a commentary)

Why? Let us opine. For one, the option was cheaper than building the Tree Island bridge and connecting roads. Several other factors besides pecuniary matters. Engineering difficulties (a new river span over peat, sand and silt), potential property acquisition, legal complexities (river work), environmental complexities (river work), etc.

When Bill Bennett formally announced the go-ahead for the new Annacis system on February 22, 1980, the government indicated that the Queensborough Bridge would be part of the system. (Surrey Leader, February 27, 1980 ,p. 1) (Vancouver Sun, February 22, 1980, p. 1, 2.)

Furthermore, ascent scars of the forthcoming early 80s ‘double dip’ recession had yet to really bloom. However, Q1 1980 figures showed a 0.5% decrease in the country-wide GDP (Victoria Times, June 17, 1980, p. 1). Times had been unsteady. Things had already gone somewhat awry in 1979 with recession being on the tip of everyone’s tongues. (Victoria Times,

As we observed in our Coquihalla 40th Anniversary Magazine (May 2026 issue) the economic recession and its problems persisted and presented massive economic problems. Victoria decided to limit spending as an austerity measure, affecting many highway projects. The Coquihalla stagnated as we previously outlined in that edition. Does building another new four lane highway bridge on top of the one you really need during economic turmoil sound like a good idea with the dollar on the mind? Probably not. Although the Coquihalla was restarted as an economic driver and jobs project, making more work than you need to do is always something a monetarily minded project would want to avoid as much as possible.

We will not commentate on how traffic would’ve been affected in a Queensborough vs. Tree Island choice. We can say that the lack of a

July 12, 1979, p. 1) Chase-Manhattan in the States forecasted the Canadian economy would "slide into a recession that will last into 1980. (Vancouver Sun, July 27, 1979, p. 2) (Toronto Star, July 27, 1979, B8). Did indicators of potential recession influence the choosing of the Queensborough Bridge? Perhaps? Maybe? Who knows. Without evidence, one cannot prove such a fact - only introduce speculative droppings. Did they make a sound decision financially?	central barrier being fitted on the Queensborough when the Ministry picked it up was unwise from a safety standpoint. The absence of median barriers on major bridges in B.C. is an interesting case study in-of-itself. Yet, the previous five paragraphs are basically overruled by the following. New Westminster and Richmond both desired the Tree Island Bridge.

New Westminster Strikes Back

A small pickle of a situation happened at the start of March 1982. Richmond Alderman Harold Steves had the impression that the Ministry was pursuing the destructive Tree Island proposal - something which Victoria said it didn't want to do. Bruce McKeown, senior highways planner, envisioned that with growing traffic, the bridge would have some kind of replacement to carry that traffic. (MacDonald, Brian, Richmond Review, March 3, 1982, p. 1)

The City of New Westminster did not want Queensborough as part of the Annacis System. They wanted the Tree Island Bridge to serve that function. (ibid, March 12, 1982, p. 1)

On Monday, March 8, 1982, New Westminster council voted to request a meeting with Highways Minister Alex Fraser. He had floated the figure that the Tree Island option would cost $40 million *extra.* (ibid) (Vancouver Sun, March 9, 1982, A13)

The Richmond Review was told by Alex Fraser in late-April 1982: "They want a new Tree Island Bridge and we have told them we are going to use Queensborough Bridge and the reason is $40 million extra money." (MacDonald, Brian, Richmond Review, May 5, 1982, p. 1). He had reaffirmed the Ministry's decision.

In East Richmond a decision needed to be made. It was necessary to choose between two different alignments for the Queensborough Connector to link to future Highway 91. One was via Boundary Road and the other jammed between Thompson Road to Smith Crescent.

Against the preference of the East Richmond Association and Richmond council itself, the Ministry chose the Thompson-Smith option sometime in April 1981 (see note 11).

The Boundary Road option meant more homes destroyed, but the ERA and council believed that the Smith-Thompson choice would split East Richmond into two. For his part, Mayor Gil Blair had warmed up to the Smith-Thompson choice. Alderman Douglas Sandberg felt that the choice would tear the community up with its highway embankment fills. MOTH

Region #1 District engineer Mike O'Connor told the Richmond Review at this time that the completion of the Annacis System would be at the earliest Fall 1984 and likely 1985. (O'Neill, Terrence, Richmond Review, May 20, 1981, pp. 1, 3). (ibid, May 27, 1982, pp. 1, 3)

Soon after, Alex Fraser made an apology to Richmond council. He had failed to alert them to the province's choice to build the new route on the ultimately selected Smith-Thompson choice. He admitted an error had been made and council should've been informed. (ibid)

Note 11: "about a month ago" (O'Neill, Terrence, Richmond Review, May 20, 1981, pp. 1, 3).

June 1982 saw New Westminster council resolve to get the best deal possible, conceding that even though council did not want the Queensborough part of the system, they didn't have much choice. (Vancouver Sun, June 15, 1982, p. D10). Discussions about the north end continued.

Back in August 1981 reporting indicated a New Westminster group was pushing for the Tree Island Bridge. Their leader was Russel Beach, who would've apparently had his house (at the corner of 19th St and River Drive. Given that is the proper description of the home - it managed to stave off destruction and was not required for construction. (Google Maps) (O'Neill, Terrence, Richmond Review, August 14, 1981, pp. 1)

MOTH Region #1 District engineer Mike O'Connor responded to the Richmond Review in-part about the new group. He understood the concern Beach and others felt. He also threw a bone in saying that the choice to use the Queensborough Bridge had been made "two to three years ago". The veracity of that claim has not been proven.

The MOTH took over the Queensborough Bridge in Q2 1983. From here, the City was free of the responsibility of its maintenance.

(see note 12)(Correspondence to New Westminster Archives, June 2026) (947/1983, https://www.bclaws.gov.bc.ca/civix/document/id/oic/arc_oic/0947_1983/) (MoTH Annual Report for FY 1983/84, p. 312)

Note 12: We are indebted to the New Westminster Archives for this information. They told us that the bridge was part of the Spring 1983 railway deal according to city council minutes. This makes a tripartite of sources proving the bridge was taken over at this time, and not in 1966. Provincial Order-in-Council 947/1983 was approved June 17, 1983 and specified that "Ewen, Pembina, Queensborough Bridge, including southerly and northerly approaches, Marine Drive and Sixth Avenue" become an arterial highway (a provincially owned highway in a municipality)."

The technicalities of if the bridge as a piece of property and major piece of infrastructure would technically be absolutely transferred has not been fully investigated herein. The 1979 RSBC Highway Act includes bridges in its definition of highway.

The takeover was part of a New Westminster - provincial government deal that also involved realigning the B.C. Hydro line off of Ewen and constructing a new industrial road. Correspondence to New Westminster Archives, June 2026) richmon

Victoria publically came in with the intent to use the bridge for the Annacis system when the official “we are moving ahead with”. They still needed a new road to connect it to the rest of the Annacis system at the southern end and a new revised connection at the northern end.

The Queensborough Connector and Annacis System

The new Queensborough Connector opened Wednesday, July 30, 1986. Ministry circulars indicate it was considered to be part of Highway 91 (B.C. MOTH. Circular G3/86, January 10, 1986)

Highway 91A is mentioned in numbered highways circular G7/88 dated May 6, 1988 (before the opening of the East West Connector).

“From the junction of the Annacis Highway and Richmond East/West Freeway via the Queensborough Bridge to Marine Way - Stewardson Way.”

(Surrey Leader, August 3, 1986, A16) (The Province, July 30, 1986, p. 32. Notice.) (Vancouver Sun, July 30, 1986, C7. Notice.)

The connection was guaranteed, except for a curious moment when a widened Ewen was shown as becoming the new through route connecting to the Annacis System (it would be widened). This proposal was displayed by the Ministry at the onset of the public announcement in February 1980 and appears to have been dropped in March 1980. (O’Neill, Terrence, Richmond Review, March 26, 1980, p. 1) (ibid, February 22, 1980, p. 1)

With the selection of the Queensborough Bridge as being the link into New Westminster/Burnaby - a new highway would be needed.

Richmond council had preferred routing for the new highway. However, the Ministry would (shockingly) choose their own preference)

The Province began negotiating land purchases in April 1981 +/- a small chunk of time (See New Westminster Strikes Back).

Gazette notices declaring pieces of the new right-of-way as public highways began appearing in June 1983. (B.C. Gazette, June 9, 1983, pp,1008-1009, https://archive.org/details/governmentgazett0123gove_q2x8/mode/2up?).

The Challenge of Building

The area that the Queensborough Connector (and the remainder of the Annacis System) traverses wet areas through “Fraser River” and “Salish Sea” sediments. They’re made up of silt and clay, and peat. Normal grading construction across peat and silt is not possible and special design was needed.

Map used in Adihikari, Sujan Raj, et al. “Significance of Geodatabase Development for Seismic Microzonation in Metropolitan Vancouver, Canada.” *Paper for 17th World Conference on Earthquake Engineering,* 2021, p. 2. https://metrovanmicromap.ca/wp-content/uploads/2023/06/r21_Adhikari-et-al_Significance-of-geodatabase-development_17th-WCEE.pdf

Turner, Robert J.W. et al. “GeoMap Vancouver.” *NRCAN/Canadian Geoscience Education Network*, Geological Survey of Canada Open File 3511, 1998. https://www.cgenarchive.org/vancouver-geomap.html

In explaining the process of construction, we will use a paper regarding the reconstruction & widening of routes 10 & 15 some 20 years later. The principles of design used there logically mirror the practices used on the Queensborough Connector.

Preloading and Draining

Sand or soil (herein earthen materials) were placed onto the grade with extra layers of soil/sand placed above the final level of the highway. This process is called “preloading” and the extra material placed on top is referred to as “surcharge”. Surcharge helps induce the settlement of the built-up grade. Layering the earthen material can also be combined with:

To consolidate, dry and stabilise the roadbed in a far quicker timeframe - “wick drains” (prefabricated vertical drains) are also used. Their nickname comes from their resemblance to a candle wick, and not their method of drainage. They are installed to accelerate drainage and consolidation where needed. They are installed in grids and are driven quite deep into the ground (the depth depends on the conditions and specifications of the site).They are not removed. Which seems logical, because their removal would create voids in the grade.

The order of removal and placing of the surcharge and PVDs for the Annacis System and the Queensborough Connector was not ascertained for this article.
PVDs can be used with or without a surcharge layer.

"Ground Modification Methods for Deep Foundations Part II – Vertical Drains and Accelerated Consolidation."*PileBuck Magazine,* Vol 35, no. 5, pp. 98-114, Vancouver. https://publish-it-online.com/publication/frame.php?i=677350&p=100&pn=&ver=html5

Lister, D.R.; Weech, C.N. "Highway Embankment Construction Over Soft Soils in the Lower Mainland of British Columbia." *TAC/ATC,* 2009. https://www.tac-atc.ca/en/knowledge-centre/technical-resources-search/conference-papers/highway-embankment-construction-over-soft-soils-in-the-lower-mainland-of-british-columbia/. Note: written by employees of Golder Associates, retained for Highways 10 & 15 improvements for geotechnical advice.

Hogfuel

Hogfuel as previously described, is a mix of unprocessed bark, chips and sawdust created by the forestry industry in their work pr. Hogfuel was used extensively throughout the Annacis System in areas where lightweight fill was needed. Lightweight fills are true to their name. They are required in a number of situations where fill lighter than earthen material is required, such as:

a. The usage of normal fill (soils etc.) presented an unacceptable risk of failure.
b. Where earthen fills impact other facilities or utilities
c. When time does not allow for the settlement of fill via preloading
d. Areas of poor soil or boggy nature
e. At backfills, walls or areas where lower pressure is needed

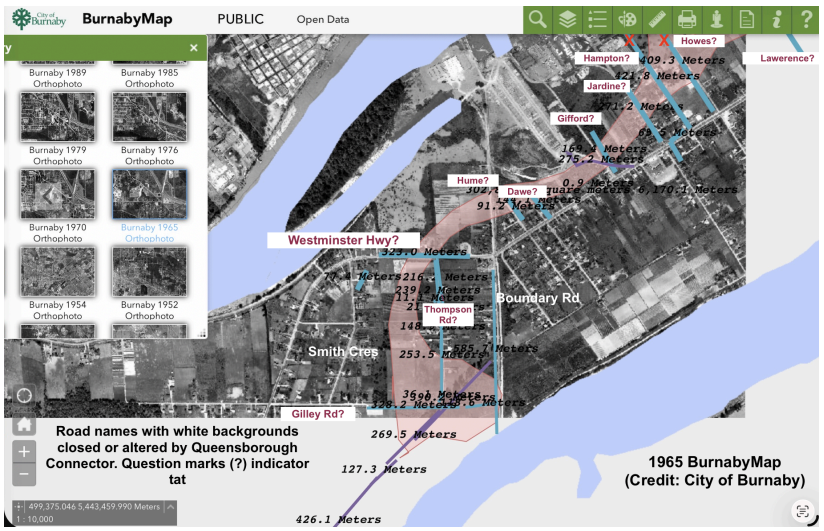
Davis, Steve. "New Lightweight Fill Option in the West." *WSDOT,* March 29, 2023. Presentation. https://www.washto.org/wp-content/uploads/2023/04/WSDOT-Lightweight-Fill.pdf

(Lister, D.R.; Weech, C.N., 2009)

Mors, Amr; Zornberg, Jorge. "Guidelines for Using Lightweight Fills in Transportation Infrastructure Applications.", *University of Texas at Austin Center for Transportation Research.* Report 0-7237. September 2025, p. 11. https://library.ctr.utexas.edu/ctr-publications/0-7237-1.pdf

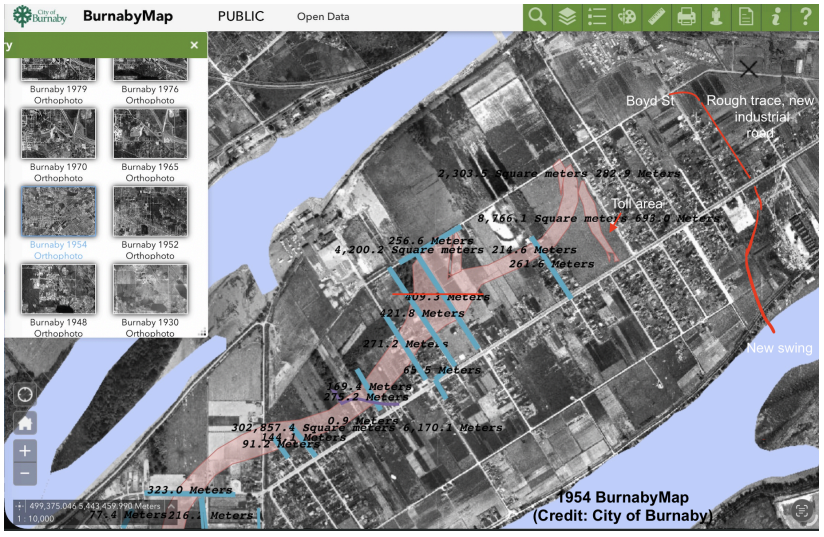
Note: Which was used is not completely certain and won't make any conclusions as to which)

The Boundary Road overpass on Highway 91A was an example of a location that used hogfuel construction.



MAP: Route of the Queensborough Connector over 1965 aerial image from the City of Burnaby showing the (non-exact or imprecise) route of the new highway in East Richmond/Queensboro-ugh

Purple is the rough path of the old CNoPR line with cyan being cut off diverted or relevant roads via (City of Burnaby)



MAP: Route of the Queensborough Connector over 1954 aerial image from the City of Burnaby showing the (non-exact or imprecise) route of the new highway in Queensborough proper

Cyan indicates a diverted, cut off or relevant road (City of Burnaby)

Grading Contracts

The grading project C-2656 for the Queensborough Connector and Queensborough area secondary road works was let to Delta Aggregates for $1,367,125.36. It was tendered in June 1984 (Richmond Review, June 1, 1984, p. 3) and awarded June 20. (Datafile A, Coquihalla Inquiry Brief, October 16, 1987, A30. https://archive.org/details/micro_IA40243215_1762/page/30/mode/1up?q=2964) (Richmond Review, July 1, 1984, p. 2)

As per the B.C. Gazette notice advertising the work, the contract covered grade construction on the Queensborough Connector, the 'Ewen Ave connector'; the "[industrial]loop road" (Boyd); the Westminster Highway Link Road (presumedly the diversion that connects Westminster to Boyd south of the Hamilton Transit Centre), and the "interim detour".

The specified work listed in the notice involved: "clearing, grading, surcharging, drainage, supply of hogfuel, embankment construction and fencing).

(B.C. Gazette, May 31, 1984, p. 717, https://archive.org/details/governmentgazett0124gove_v9k2/page/716/mode/2up?) (Richmond Review, July 1, 1984, p. 2)

Three wick drain installation projects were tendered and awarded for the Queensborough Connector

- C-2618 was for high bridge approaches at the north end of the Queensborough, the Boundary Road overpass and the Annacis East Channel. Awarded for $706,398 to Nilex Geotechnical Products

- C-2619 was for drains to be installed at the Howes and Westminster intersections to encourage settlement in-lieu of future over ass construction when the junctions would be converted into interchanges. Let to Nilex Geotechnical Products for $439,910 in or just before November 1984 (Richmond Review, Nov. 23, 1984, p. 3)

- C-2957 involved installation of drains along the "mainline" of the Queensborough Connector. Installations on surcharges along utility corridors at the Hamilton interchange (Richmond Review, Jan. 30, 1985, p. 5) were also part of the project. Awarded to Western Caissons for $417,950

(Ann, Rpt. 1984/85, pp. 230-213; ibid, contract award tables) (Ann. Rpt. 1985/86, pp. 274-275; ibid, contract tables)

GRADING & PAVING CONTRACTS on the Queensborough consisted of following contracts covering gravelling, paving, and depending on the area electrical and/or surcharge removal.

- The grading and paving contract for most of the Queensborough Connector was awarded on September 24, 1985 to Delta Aggregates for $1,975, 367.19 as part project C-2964. (Datafile A, Coquihalla Inquiry Brief, October 16, 1987, A30. https://archive.org/details/micro_IA40243215_1762/page/30/mode/1up?q=2964

- C-3409 was for the removal of surcharge, graveling, paving and electrical installation along the Richmond Connector (a road out to Westminster Highway/Hamilton intersection now part of Hwy 91) primarily. It however, also covered the section from

the Boundary Road overpass to the East Channel Bridge. It was listed at 7.03 km (Ann. Rpt. 1985/86, grading table Annaicis, p. 275). It was awarded to Bel Construction on November 26, 1985 for $2,111,574.

(Datafile A, Coquihalla Inquiry Brief, October 16, 1987, A30. https://archive.org/details/micro_IA40243215_1762/page/30/mode/1up?q=2964) (Ann. Rpt. 1984/85)

The associated gravelling and paving of local roads in Queensborough was awarded around or before early July 1984. Columbia Bitulithic won the job for $316,286. (Ann. Rpt. 1984/85, p. 129)

Bygness, Ron. “How do Wick Drains Work?” *geosynthetics magazine.* N.d. https://geosyntheticsmagazine.com/1970/01/01/how-do-wick-drains-work/

Keller. “Wick Drains (PVDs), n.d Keller-na.com , https://www.keller-na.com/expertise/techniques/wick-drains. (Accessed July 2, 2026)

Presumably due to cost saving measures, no interchange at Howes Street was built. Instead a signalized intersection stood there for twenty-years (more or less. The Richmond Connector (the interim E-W- link which connected to Westminster Highway) also had a traffic signal in-place of a proper interchange . Today, this is the site of the Westminster interchange between routes 91 & 91A. It wouldn’t be until 2007 that the Howes situation finally was rectified.

Bridge Contracts

The only grade separated vehicular structure built was the Boundary Road Overpass #2812. Project B-3407 was awarded to Mandrax Enterprises Ltd. of Revelstoke in FY 1985/86 for $912,255.50 (Ann. Rpt. 1985/86, p. 176)”

The pedestrian overpass that links Thompson Road to Gates Ave is the Thompson Road Overpass #2820. It was constructed under a contract awarded to Smiths Bros. & Wilson of Vancouver in FY 1985/86 for a bid price of $301,452.09. (ibid, p. 177)

IMAGE: Stage I construction on the Queensborough Bridge modifications around the turn of February/March 1985

This neat image shows the first stage of construction. See “Diagram of construction scheduling for Queensborough Bridge southern end modification” for an explanation of the staging of the project (Richmond Review, March)

Queensborough Bridge Contracts

Two bridge contracts were let for the Queensborough Bridge itself.

A pier protection and dredging contract went to Miller Contracting under C-1593 in FY 1983/84. Bid price was $4,289,600.

The contract to modify the bridge’s south approach was awarded to Van Construction at a $2,571,544 bid price during FY 1984/85. Work included (according to the 1984/85 annual report):

> “demolishing six spans on the southern end and replacing them with four spans curved to the new roadway alignment. The new spans are prestressed concrete I-beams, which will match the existing cast-in-place concrete beams. Also included in the works is the placement of an overlay on the new and existing deck and refurbishing of all expansion joints.” (Ann. Rpt, 1984/85, p. 205).

Currently, the bridge was wooden water fenders (

Change of Deck

It appears that the deck overlay (the wearing surface) was changed to asphalt, except on the new southern spans during the modifications for the Annacis System. (Levelton, 2015) A deck assessment report published in 2016 reported that all of the bridge had asphalt overlay, except for the four southernmost spans that have a concrete deck. (WSP, 2016, p. 2)

The sub-deck and asphalt decking were repaired in FY 1988-89. (Ann Rpt 1988/89, p.?)

Seismic Retrofit

Sandwell Engineering was retained by the MOTH for study in 1990 and commissioned to design a seismic retrofit to the bridge in November 1992. Work was reported as 60% complete at March 31, 1994 (Ann. Rpt. 1993/94, p. 25) and were finished sometime during the FY 1994/95. (Ann. Rpt, 1994/95, p. 25). The design parameter for the retrofit was that the bridge be prevented from collapse during a 1:475 year earthquake. The work was undertaken in three separate contracts. (MOTH, 1995, 1-1)

-The first was for approach span footings (ibid, 2-1)
-The second: the main river spans; included removal of six expansion joints (ibid, 2-4)
-The third & final contract was for work on the approach spans' bents (transverse supporting beams which sit on the pylons and support the bridge).

The light-weight concrete deck was not replaced (likely referring to the four southern end spans).

MOTH "Queensborough Bridge - Seismic Safety Retrofit Final Report." *B.C. MOTH,* September 1995, #113009/X000P. 1-1, 3-1.
O'Brien, Damien. "Queensborough Bridge (#1553) Bridge Deck Evaluation Report Revision 2." *WSP Canada,* November 24, 2016, revised to January 10, 2017. https://www2.gov.bc.ca/assets/gov/driving-and-transportation/transportation-infrastructure/contracting-with-the-province/documents/13079-0001/sched_t3_-_11-2016_queensborough_bridge_deck_evaluation_report.pdf. Accessed July 15, 2026.

In the Year of the New Deck

After multiple deck assessments indicating gradual and palatable deterioration of the deck, the MOTT decided the deck needed to be replaced.

The decision was made for the asphalt wearing surface to be replaced with polyester polymer concrete.The consulting firm Mott MacDonald was retained to design the works.

Kingston Construction of Surrey won the work with a bid of $20,769,537.50 (BC Bid Results, Opportunity 13079MJ0001). They had also done the sidewalk and barrier work on the bridge as part of the major BIP works.

Unverified bid results off of B.C. Bid indicate the only other received was made by Formula Contractors - Pile & Bridge of Prince George for $34,084,095.00.

It just so happened that Kingston has experience in laying PPC. They finished resurfacing the Knight Street Bridge with it in January 2024. Translink called the new deck and its material “innovative”.

The low number of bidders could probably be chalked up to a lack of firms in B.C. who’ve worked with PPC in B.C (although that’s speculation). The usage of PPC was specified by the ministry, as shown by the inset below.

Work appears to have begun on April 1, 2026. As of April, work is slated to end in Fall of 2027 with a hibernation between November and next March.

DCN-JOC News Service. “Queensborough Bridge Deck Renewal Has Begun.” *Journal of Commerce by Construct Connect,* April 8, 2026, https://canada.constructconnect.com/joc/news/infrastructure/2026/04/queensborough-bridge-deck-renewal-has-begun.

Brockman, Charles. “Construction to Close New Westminster bridge Overnight Until 2027.” *citynews.ca,* April 2, 2026, https://vancouver.citynews.ca/2026/04/02/construction-to-close-queensborough-bridge-lanes-overnight-until-2027/

INSET: EXCERPT OF CONTRACT SUMMARY DETAILS Summary Details

The deck renewal involves removal of the asphalt, concrete surface patch repairs, and placement of a protective overlay replacement of a protective overlay to subtantially [sic] extend its service life and replacement of the existing asphalt and barrier/gutter curb with new Polyester Polymer Concrete (PPC).

Please direct all project specific enquiries related to this RFx by email to the Project Contact identified below and on the “Opportunity Details” tab under Additional Information SCT3.

Project Contact Name: Arman Shahnaz
Email Address:[...]@mottmac.com

"Queensborough Bridge No. 1553 Major Renewal Highway No. 91A - Lot : 1 / Amendmen…", *bcbid.ca*, https://www.bcbid.gov.bc.ca/page.aspx/en/bpm/process_manage_extranet/221875. Accessed July 19, 2026

INSERT: DRIVE BC NOTICE

Bridge maintenance. Starting Thu Mar 26 until Sun Nov 15. From 9:30 PM to 9:00 AM PST on Saturday and Sunday. From 9:30 PM to 5:00 AM PST on Monday, Tuesday, Wednesday, Thursday, and Friday. Reduced to one lane each direction. Watch for crews and expect a speed limit reduction.

RIDE-100084

BIP (Border Infrastructure Program)

North-end/Queensborough Interchange changes and Howes Street

On March 5, 2003, Premier Campbell and Prime Minister Jean Chrétien announced that their governments had made funding arrangements for two large highway projects: the Yoho bridge and widening highway 1 in the Kicking Horse area; and a large construction program for highways leading or important to border crossings in the Lower Mainland.

The latter program (soon termed the "Border Infrastructure Program") included the construction of the Howes interchange and reconstruction of the Queensborough's north-end interchange.

The marketed figure for the investment was $211 million. $90 million from the Federal Government, $121 million from Victoria, and an extra contribution from Translink of $9 million for work on Knight Street.

"Canada-B.C. Investments Improve Kicking Horse." B.C. MOT/ Infrastructure Canada, March 5, 2003. 2003TRAN0008-000233.
https://archive.news.gov.bc.ca/releases/archive/2001-2005/2003TRAN0008-000233.htm

Procter, Jason. "Governments Pave Way for Cross-Border Traffic." *The Province,* March 6, 2003, A6.

J. Gregg Singer, who worked on the Okanagan Connector and Inland Island Highway, was made project director of the BIP (Diakiw, Kevin. "Roadwork Complete by '07." *Surrey/North Delta Leader,* September 28, 2003, A11)

Rose, Chris. *Vancouver Sun.* March 22, 2002, D1, D4.

Hwy 91A BIP Funding

The stated funding for Howes Street was $24.8 million ($12.8 M/$12 M/$3 M - B.C./Ottawa/expected private

For the North End Interchange $33.2 million ($17.4 M /$15.8 M- B.C./Ottawa

That marked a total of $58 million for the upgrades.

B.C. Ministry of Transportation/Infrastructure Canada. “Summary of Border Infrastructure Projects.” March 5, 2003, 2003TRAN0008-000233, Factsheet. https://archive.news.gov.bc.ca/releases/archive/2001-2005/2003TRAN0008-000233-Attachment2.htm

Concept Development

Naturally, residents and business owners in Queensborough and the west end of New Westminster were concerned about both traffic impacts and the final results.

McManus, Theresa. “Getting There is a Gamble.” *The Record. June 2, 2004, p.4*

In June 2004 the Ministry began displaying design proposals to businesses, grounds and at an open house. They held an open house on June 23 and showed off designs they worked on with the city.

They had previously displayed a working design and presentation to New Westminster City Council at a May 17 council meeting.

BIP Website, “Open Houses and Public Consultations. As of December 5, 2004, https://web.archive.org/web/20080207131140/http://www.bip.gov.bc.ca/hwy91/c-open-house.htm)

Future Arrangement Under Proposed Concept

IMAGE: Proposed scheme offered by B.C. MOT in June 2004 at an open house which failed to come to fruition.Note the proposed flyover for 20th Street bound traffic. (B.C. MoT, fair dealing)

B.C. MOT. “Rendering After.” *bip.gov.bc.ca*, 2004. https://web.archive.org/web/20061229000127/http://www.bip.gov.bc.ca/hwy91/OH_062304/rendering_after.pdf. Via Wayback Machine. https://web.archive.org/web/20080207140133/http://www.bip.gov.bc.ca/hwy91/OH_080201/Hwy_91A_update_prstn_Jan_30-08.pdf

McManus, Theresa. “Plan Details Unveiled: Road Improvements Should Cut Down Travel Time.” *The Record,* May 19, 2004, p. 4

Probably the biggest area of tension was Sixth Avenue and 20th Street.

The Ministry displayed revised plans to city council in early April 2005

Associated Engineering (then Associated Urban Consultants) did the design work on both the North End and Howes Street.

“Drawing Sheets for 71101-3004, Queensborough Bridge.” Border Infrastructure Program. *B.C. MOT,* 2005, https://web.archive.org/web/20260324185814/https://www2.gov.bc.ca/assets/gov/driving-and-transportation/transportation-infrastructure/contracting-with-the-province/documents/13079-0001/sched_t3_-_09-2005_project_no_71101-3004_border_infrastructure_program_highway_9191a_project_-_queensborough_bridge.pdf Via Wayback Machine

Wider Sidewalker, Safer Travel

When the BIP was starting design work, the Vancouver Area Cycling Coalition (now HUB), the QRA and the city all called for improvements to the sidewalks on the bridge. (Turnau, Amber. “A Different Bridge Game.” *The Record,* October 8, 2003, p. 1)

Formal commitment to improvements was sought by parties concerned.

The eastern sidewalk was closed off in the 1980s when the bridge was modified. That meant only a small five foot or so sidewalk had to accommodate pedestrian and bicycle traffic. The urgency of the citation was brought to a highpoint when a man cycling on the sidewalk died in 2003.

MacLellan, Julie. “Cyclists want changes to 'Borough bridge: Future improvements should accommodate bikes.” *The Record,* June 11, 2003, p. 3)

Alix, Jim. “Fixing the Q'boro bridge.” *The Record,* August 13, 2003, p. 6

They were successful in their plight. “Bridge to Get Upgrades.” *Richmond Review,* June 11, 2005, p. 23.

Dog Park Debaccle

The dog park in the area needed to be taken for use in the new interchange scheme. Despite real risk that it wouldn't be replaced, the Ministry conceded and a new dogpark was created within the newly created loop. Apparently the dog park was already provincially owned, and BIP spokesman Jack Strumpel called it "...a temporary use of land." Strumpel said Grimston Park (east of 20th St.) could've been used instead. (Dewitt, Ron. "Loss of Dog Park Worries Residents." *The Record,* June 8, 2005, p. 3)

We should add that Mr. Strumpel was retained for media relations, as evidenced by his email being jack@jackstuempel.com in communications with Andrew Feltham, head of the New Westminster VACC branch. (Usenet Post, January 31, 2008, https://groups.google.com/g/trans-action/c/Igpps_DlHa8/m/1_VBH9TNE3s)

Later in June, BIP spokesman Tom Lowe told the New Westminster Record that the Ministry was looking into it. He even suggested the space in the new loop could be used for it. (Dewitt, Ron. "Off-Leash Dog Park a Possibility," *The Record,* June 29, 2005, p. 3)

New Westminster had also been asking the Ministry for a pedestrian bridge at Stewardson and the soon-to-be former Sixth Avenue intersection. Budgetary reasons prevented its construction. An overpass at that location was finally opened in August 2019. The work was done by Kingston Construction.

Kingston Construction. "Stewardson Way Pedestrian Overpass." *kingstonconstruction.ca,* January 24, 2021. Accessed July 24, 2026.
McManus, Theresa."Residents Celebrate New Overpass." New Westminster Record, August 28, 2019, A1.

Western Sidewalk Replacement 2006

New lighter sidewalk panels replaced the older ones (listed as April 2006)

B.C. MOT. Photo.*bip.gov.bc.ca*, 2006
https://web.archive.org/web/20061229003553/http://www.bip.gov.bc.ca/hwy91/h91-photos/2006/April/QBIC_200604-2.jpg

The Works - Skeleton Timeline

Unfortunately due to unarchived information and lack of reporting, concrete timelines for construction are hard to come by. One remedy is the inclusion of different projected work schedules hosted on the old BIP website herein.

In April 2005 saw the city enacted a new bylaw for noise tolerances during construction for Queensborough and Connaught Heights. “Bridge Work Will Take Whole Year.” *The Record,* April 13, 2005, p. 13.

By April 2006, work on the bridge was continuing with the
Queensborough Interchange

The north end was split into two phases. The first was work on the bridge including the sidewalks and traffic barrier.

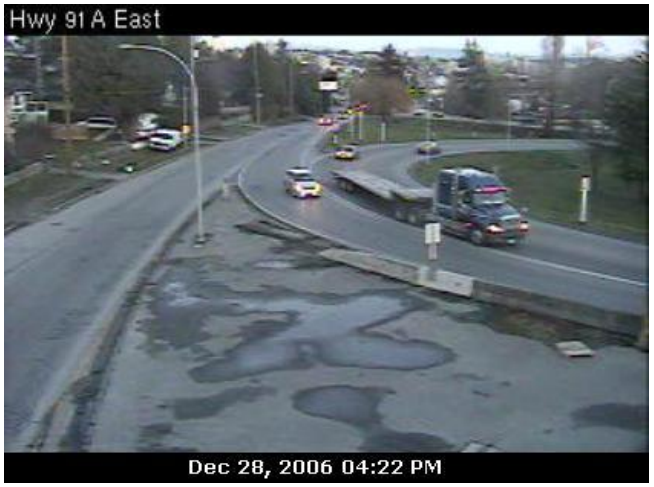
Four stages for the North End interchange construction (Phase 2 of the bridge/north end improvements) process was outlined by reporter Theresa McManus in early 2007:

- Stage 1 Little impact on traffic - 3 months
- Stage 2 Little impact on traffic - 7 months
- Stage 3 Involves large traffic pattern changes (including March 2008 changes) 5 months
- Stage 4 Final changes to new traffic regime (the Ministry advertised what appeared to be final changes slated for June 23, 2008) - 7 months

Times as planned and not necessarily realized.

McManus, Theresa. “Bridge Changes Take Shape…” *Royal City Record*, West, March 5, 2008, p. 8

McManus, Theresa."Construction Dust Annoys City Resident.” *Royal City Record*, June 30, 2007, p. 5



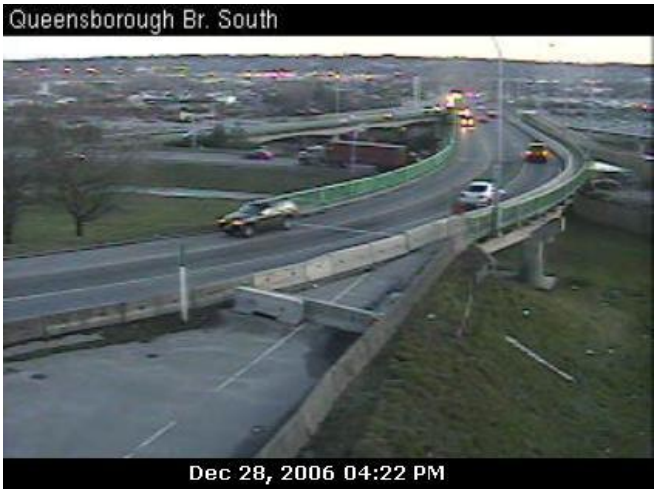


IMAGE: Queensborough Bridge Cameras December 28, 2006, showing the old approach and new pedestrian overpasses.
B.C. MOT. “Highway 91/91A Webcams.” *bip.gov.bc.ca*, https://web.archive.org/web/20061228221024/http://bip.gov.bc.ca/hwy91/c-webcams.htm

B.C. MoT. “Highway 91/91A - Updates.” *bip.gov.bc.ca*, https://web.archive.org/web/20080907235815/http://www.bip.gov.bc.ca/hwy91/c-updates.htm. Capture September 7, 2008 via Wayback Machine.

B.C. MoT. “Highway 91/91A - Updates.” *bip.gov.bc.ca*, https://web.archive.org/web/20080207132353/http://www.bip.gov.bc.ca/hwy91/c-updates.htm. Captured February 7, 2008 via Wayback Machine.

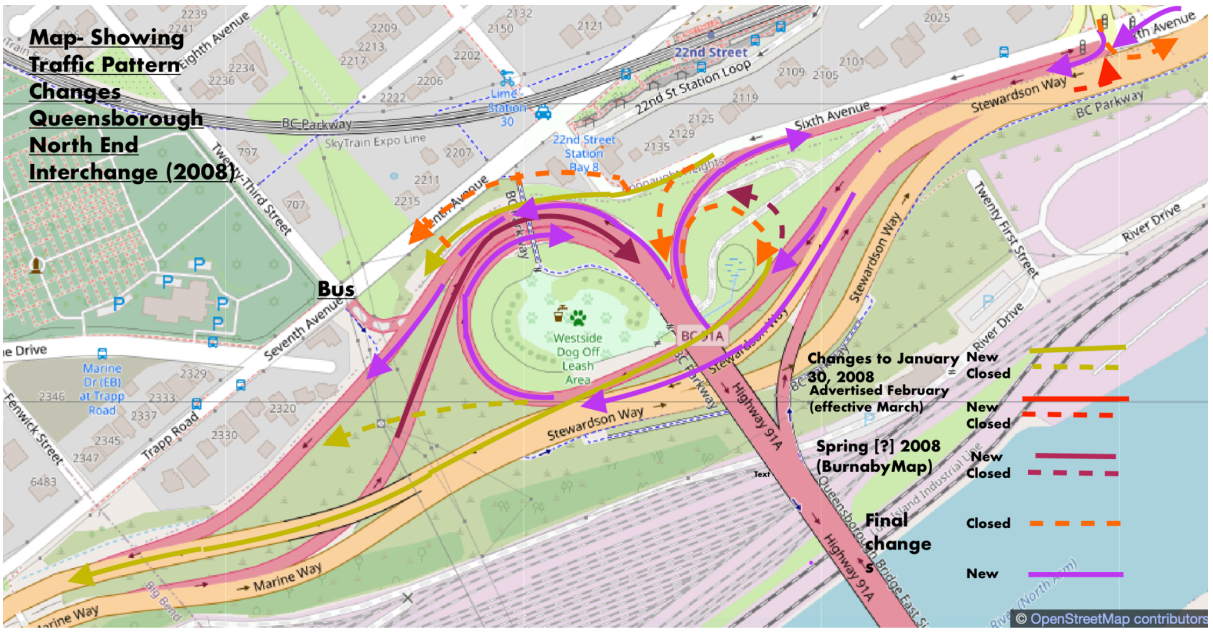
B.C. MoT. “Open Houses & Public Consultations.”- Updates.” *bip.gov.bc.ca*, https://web.archive.org/web/20080207131140/http://www.bip.gov.bc.ca/hwy91/c-open-house.htm. Captured February 7, 2008 via Wayback Machine.
Includes all pages linked to in the body of the page as of that date.

IMAGE: Queensborough North End Retaining Wall Construction Retaining wall construction for the new pedestrian overpass linking the western side of the bridge. (Reported as being in August 2005)

B.C. MOT “2005 Project Photos.” *bip.gov.bc.ca* https://web.archive.org/web/20080208022523/http://www.bip.gov.bc.ca/hwy91/c-photos_2005.htm

Based on available evidence, it seems that the widening and demolishing of the northern approach would've mainly occurred during 2007 (see the road camera photographs above), possibly continuing early 2008 (*possibly)*

The new flyover for traffic from Stewardson to WB Marine Way should've opened a month or so before January 30, 2008. On that date, it was included as a recent traffic pattern change in a presentation to New Westminster City Council that describes it as being a "recent traffic pattern change." B.C. MOT. "Highway 91A Project - Queensborough Interchange Construction Update - January 30, 2008." *bip.gov.bc.ca*. Archived February 7, 2008 via Wayback Machine.



MAP: Queensborough North End Interchange Map Showing Traffic Pattern Changes in 2008 (or possibly just before)

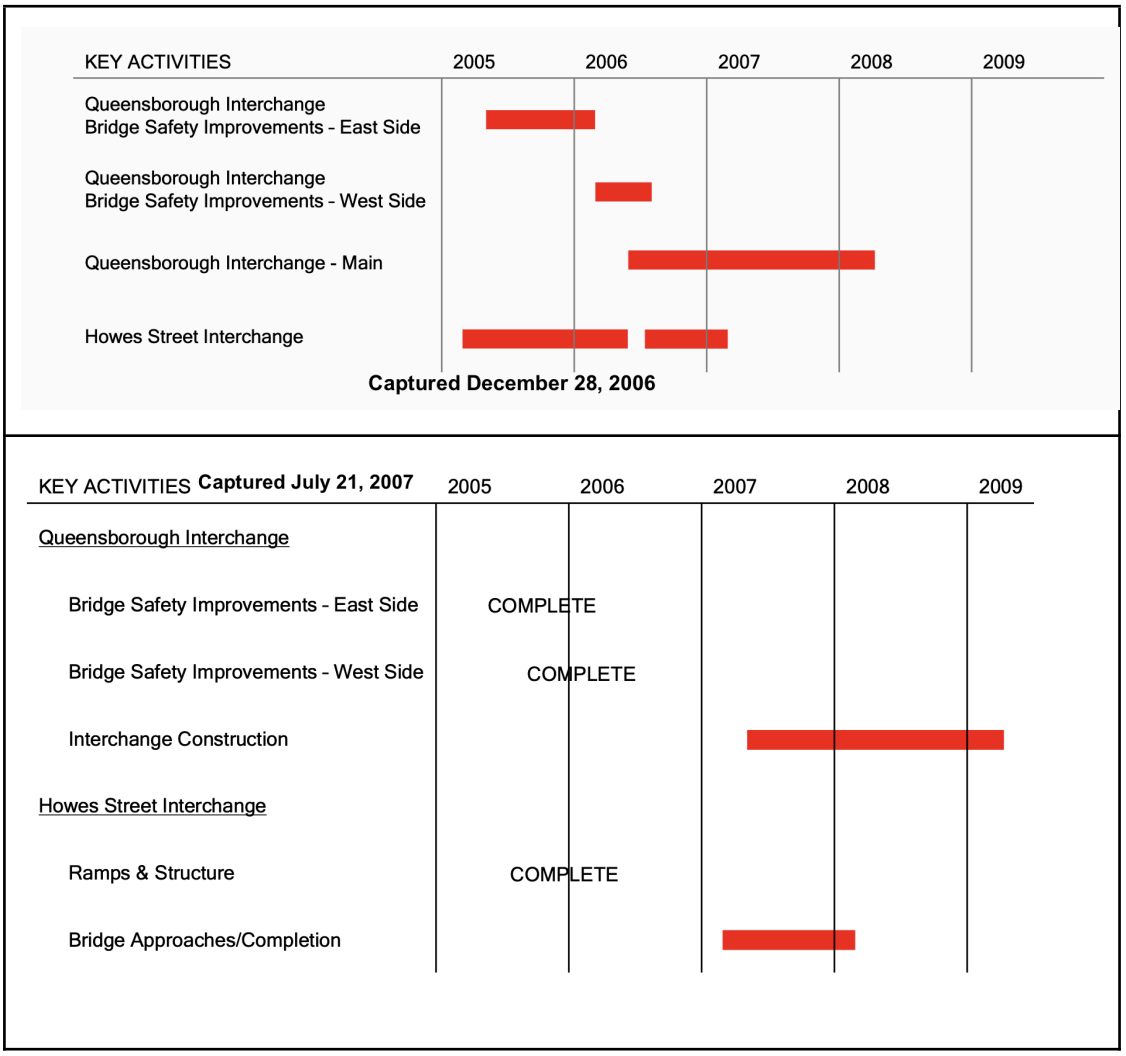
©OpenStreetMap Contributors

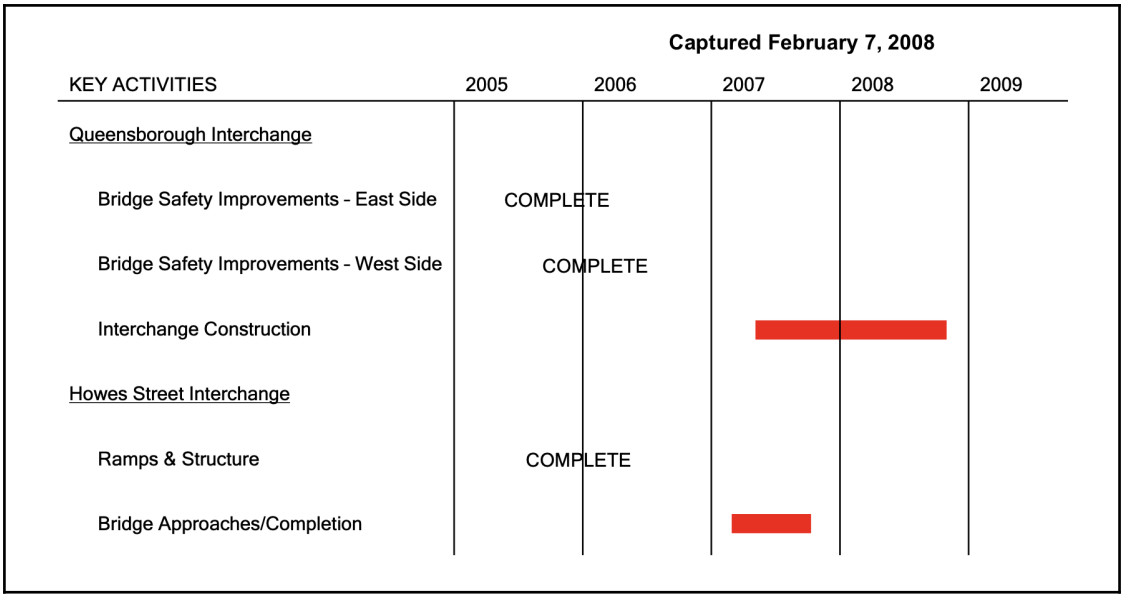
Beginning March 31, 2008 (or if not slightly thereafter) access from Marine Way EB to 6th Ave & 20th St was eliminated. (Highway 91A Queensborough Interchange Project Construction Update/Traffic Pattern Changes March/April 2008." *The Province,* March 23, 2008, A18. Notice.) These changes were slated for February 11 but were delayed. (ibid) (Highway 91A Queensborough Interchange Project Construction Update/Traffic Pattern Changes January/February 2008." *Richmond Review,* February 7, 2008, p. 35)

The crosswalk at 6th and Stewardson was slated to be closed on April 21, 2008. Without the money to build an overpass, this missing link was restored in 2019.

"Permenant traffic pattern changes" were to begin June 23, 2008 (and if not shortly thereafter). These changes included the flipping of the loop and rerouting most if not all of the major travel paths that hadn't been rerouted previously. That included (B.C. MOT. "Major Traffic Pattern Changes to Highway 91A Queensborough Interchange Project." *The Province,* June 15, 2008, A31. Notice.)

FIGURE: Construction schedule estimates for Hwy 91A BIP





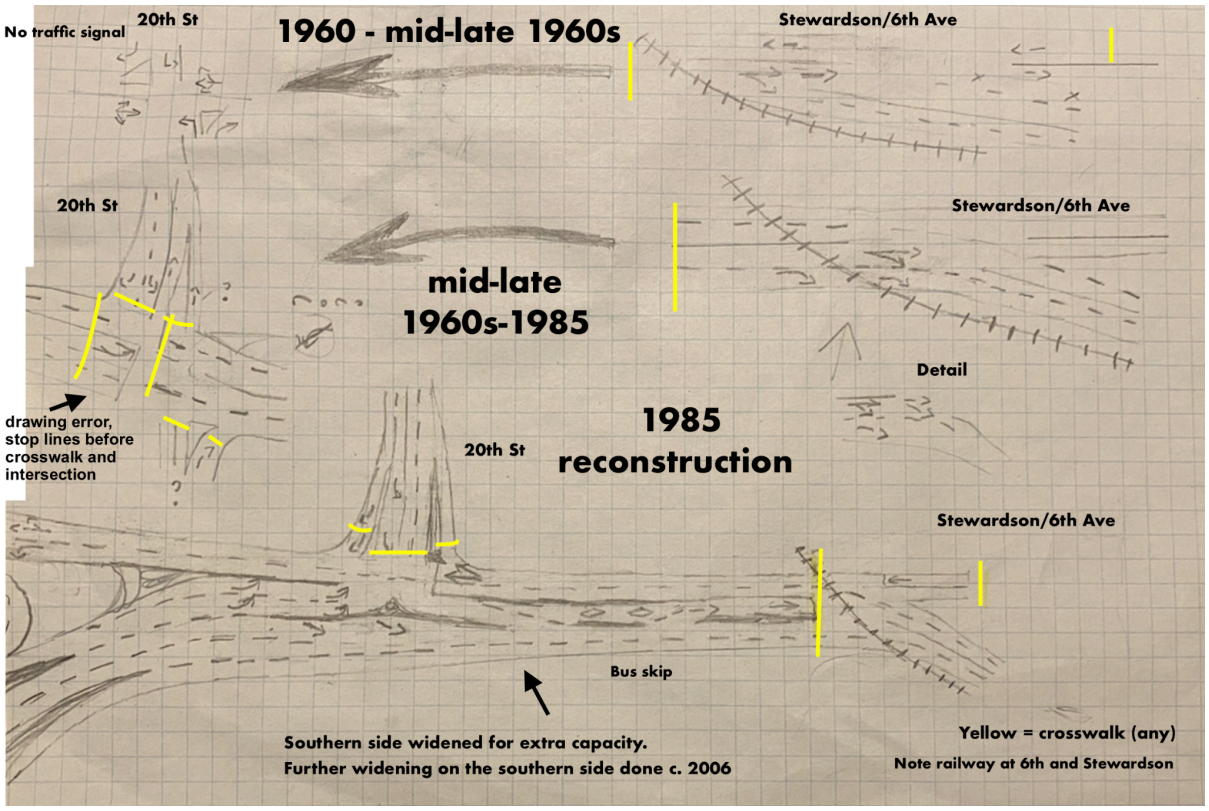


DIAGRAM: Configuration of the Sixth Street/Stewardson and 20th Street/Stewardson in 1960; mid-late 60s - 1985; and 1985 to 2007 &/ 2008 (Heaven Knows, drawn from BurnabyMap aerial imagery layers)

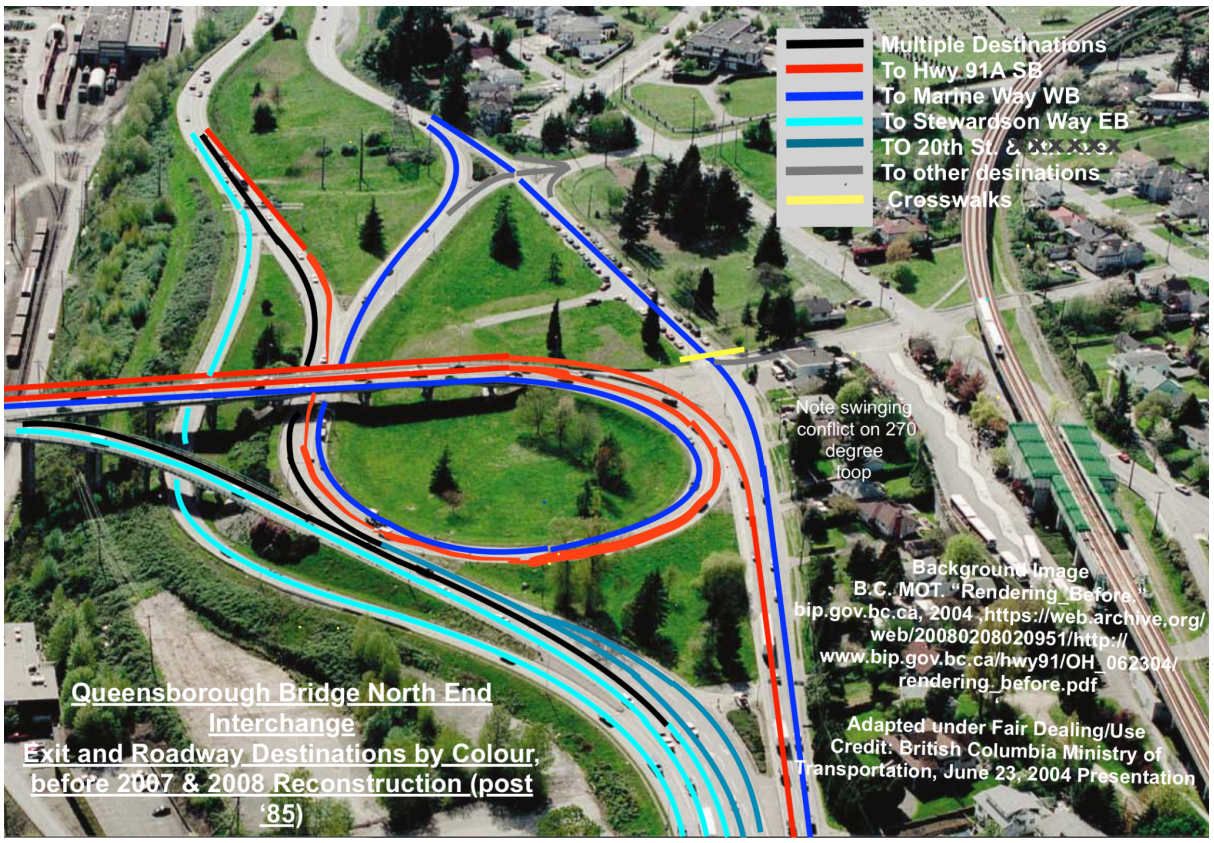

Multiple Destinations
To Hwy 91A SB
To Marine Way WB
To Stewardson Way EB
TO 20th St. & [illegible]
To other desinations
Crosswalks
Note swinging conflict on 270 degree loop
Background Image
B.C. MOT. "Rendering_Before."
bip.gov.bc.ca, 2004 ,https://web.archive.org/web/20080208020951/http://www.bip.gov.bc.ca/hwy91/OH_062304/rendering_before.pdf
Adapted under Fair Dealing/Use
Credit: British Columbia Ministry of Transportation, June 23, 2004 Presentation
Queensborough Bridge North End Interchange
Exit and Roadway Destinations by Colour, before 2007 & 2008 Reconstruction (post '85)

IMAGE: Adapted 3D-view map showing traffic destinations by colour at North End Queensborough, before 2007 & 2008 - Adapted from B.C. MoT Image

B.C. MoT. "Rendering Before."
bip.gov.bc.ca, 2004 https://web.archive.org/web/20080208020951/http://www.bip.gov.bc.ca/hwy91/OH_062304/Rendering_before.pdf Adapted under Fair Dealing/Use Credit: British Columbia Ministry of Transportation, June 23, 2004

List of modifications to the Bridge c. 2005-2008 & North End Interchange

While this list tries to be comprehensive, smaller details may be missed
The modifications to the interchange and Queensborough Bridge included:

Partially quoting and paraphrasing the Ministry's own Roadrunner Magazine from November 2007:

-Elimination of access to 20th Street and 6th Avenue from Marine Way EB coming from Burnaby. Access paths were eliminated in the reconstruction to curb congestion and weaving
-Changes to 20th St. intersection and closing of the 6th Avenue

intersection further east. Sixth Avenue effectively made a frontage road.
-Deletion/removal of a few spans on the trumpet loop approach spans (1553C) for the bridge as part of revision (between spans N11 and N13 (north abutment)
-1553C widened with new arched concrete box girder beams added to the eastern side of
-The trumpet loop flipped sides, with a barrier added on new loop to separate each movement
-North approach (1553C) had an extra concrete box girder added to the east side to accommodate widening to a four-lane capacity.
-Central median barrier installed on bridge (separate contract) +
-New sidewalks (separate contract) with new lightweight panels. +
-Eastern sidewalk reopened
-A new three span flyover for Marine Way EB to Hwy 91A SB (west-east: 24 m, 32 m, 24 m)
-Pedestrian-cyclist overpass (at the dog loop. 34 m central span, 11956 mm north abutment approach and 9748 mm south abutment approach+
- Two new pedestrian bridge approaches (which contract n/k) to connect the bridge to Marine and Stewardson
-Bridge parapet redone on 1553D to Stewardson
-New sidewalk barriers added and a new pedestrian/cyclist railing
-Additional lanes on Marine Drive/Stewardson going east of the interchange, with +
-New pedestrian-cyclist pathways were installed on
the Queensborough Bridge
-improving the route for Queensborough residents bound for the 22nd St. Skytrain station in New Westminster.
-Sixth Avenue intersection removed

(Project 71101, Drawing R1-9604-103
Ibid, Drawing R1-9603-103)

"Drawing Sheets for 71101-3004, Queensborough Bridge." Border Infrastructure Program. *B.C. MOT,* 2005, https://web.archive.org/web/20260324185814/https://www2.gov.bc.ca/assets/gov/driving-and-transportation/transportation-infrastructure/contracting-with-the-province/documents/13079-0001/sched_t3_-_09-2005_project_no_71101-3004_border_infrastructure_program_highway_9191a_project_-_queensborough_bridge.pdf Via Wayback Machine

(See $19.3 million B.A. Blacktop listing below for further minor specifications and works done)

IMAGE: The North-end Interchange after the 2007-2008 reconstruction

The loop was flipped from its original side to the current side (as displayed above). The old loop used to carry bidirectional traffic around the tight ~270 degree loop and suffered from the fact that there was no barrier to prevent trucks and fast vehicles from swinging into opposing traffic. The new loop ate an entire block that housed the old dog park. 2201 Marine Drive (hidden behind the tree at the north end of the pedestrian overpass and just west of the intersection of 22nd St, 7th St & the bus loop) was spared destruction although its frontage to old Marine Drive (by 1985 the WB Stewardson to WB Marine Way) was erased.

The old loop had a general radius of ~47 or 48 m at the curb and the new ~51 m at the shoulder line along the sharpest part of the curve The new loop has a 30 km/h advisory posted, which given the radius is appropriate. (Line trace measurements from Google Earth and BurnabyMap)

Howes Street

An interchange at Howes Street was included in the BIP program. It would fix the gap-intersection constructed as part of the Connector in the 1980s. Work was divided into three (or two according to some) parts

The new diamond interchange would require significant preloading, requiring a lot of time to let the new fill stabilise and settle.

A new overpass would be built on a new embankment approach along the alignment atop the existing highway. To accomplish this, a detour couplet was built to temporarily carry Highway 91A. Each side would accommodate one-way traffic and both would become the exit and entrance ramps for the new interchange once the new overpass was completed.

Construction on the new overpass would take place within the bounds of the detour ramps.

The new no. 9601 Howes Street overpass equipped with a 22.4 m wide deck and measuring 76 metres in length was constructed for the project. It sits on a curve with a central design radius of 380 metres, and passes over five lanes of traffic and very poor bicycle and walking infrastructure.

To combat the soft ground, lightweight polystyrene fill and piling was used in-addition to the lengthy preloading. Apparently piles needed to reach a sand layer 20-30 metres deep.

The height of the overpass was kept shallow The bridge consists of 18 concrete box beams 550 mm high and nearly 1200 mm wide. (AUC, Precast Girder Details, Sheet 3) with a nominal concrete deck width of 200 mm and a 100 mm asphalt overlay, the 85 cm is very thin. The need for such a thin deck allowed for cost savings on further polystyrene usage and likely contributes to a lighter weight and load for the bridge. It appears the preloading took more time than planned because the Ministry put the completion timeframe forward.

Harvey, ??. "Modifications to Queensborough Bridge, New Westminster, 2009, Paper for BC. TAC 2008 Annual Conference. Note that the link on the main TAC/ATC website links to another paper.http://conf.tac-atc.ca/english/resourcecentre/readingroom/conference/conf2009/pdf/Harvey.pdf This is the correct paper.

Image: Howes Street Overpass from Border Infrastructure Program website dated April 19, 2006: Description: April 2006 – Installation of bridge girders on the west span for the Howes Street overpass nearing completion. https://web.archive.org/web/20061228220512/http://www.bip.gov.bc.ca/hwy91/c-photos.htm. Via Wayback Machine.

B.C. MOT. "Howes St. Interchange Evolution" Version #1 2005? Archived January 6, 2006 via Wayback Machine PDF.
https://web.archive.org/web/20061229003246/http://www.bip.gov.bc.ca/hwy91/OH_060105/Howes-Evolution.pdf

Howes St. Interchange Evolution Version #2, 2006 or 2007? Archived February 8, 2008 via Wayback Machine. PDF.
https://web.archive.org/web/20080208013928/http://www.bip.gov.bc.ca/hwy91/OH_060105/Howes-Evolution.pdf

The Stages/Phases are inconsistently given.

Three contracts were awarded. By that logic, work would've been:

Stage 1 construction of the detours (future ramps). Stage 2 includes building the bridge and stage 3 would involve the approaches and preloading thereof for the overpass.

But according to a presentation given to New Westminster City Council on June 25, 2007:

- Phase 1 included preloading (including the raised mainline) and the ramps and other smaller works
- Phase 2 the overpass itself
- Phase 3 saw surcharge removal, approaches build, paving and completion

And the powerpoint gives the following construction periods (note that the source is a timeline schedule with only quarters listed)

- Phase 1 late 2003 (December?) to mid Q4 2004
- Phase 2 closing of Q2 (probably June?) to mid Q3 2006 (probably August?)

‘

- Phase 3 was reported as starting about the beginning of April 2007

B.C. MOT. "Highway 91A Project - Status Update
City of New Westminster Council June 25, 2007." *June 25, 2007,* (Powerpoint PDF)
https://web.archive.org/web/20080208012342/http://www.bip.gov.bc.ca/hwy91/OH_070628/Hwy_91-91A_update_for_CNW_Cncl_June_25-07.pdf. Via Wayback Machine

It was reported at the start of September 2007 that the overpass was in-operation, possibly in August.

List of BIP Hwy 91A Contracts

Estimated completion dates are not guarantee that the work was done that month

- Howes Street Phase 1 - $4.7 million to Imperial Paving Ltd.. Construction of new ramps, lighting and “temporary” traffic signals. Allowed for detour routing whilst the new overpass was built. Estimated completion Dec. 2004
- Howes Street Phase 2 - $3.5 million to West Shore Constructors Ltd. Build the new four-lane Howes Street Overpass. Estimated completion April 2006.
- Queensborough Bridge Modifications - $10.8 million to Kingston Construction Ltd. New sidewalks and install median barrier on span. Estimated completion May 2006.
- Queensborough North Interchange modification - $19.3 million top B.A. Blacktop. In addition to work stated previously, grading, drainage, paving, electrical, traffic signals, signage, landscape, & markings. Forecasted completion date October 31, 2008.
- Howes Street Phase 3 - $5 million to Delta Aggregates. Construction of overpass approaches. Forecasted completion date October 30, 2008.

Burnaby, North Vancouver, Surrey, North Vancouver, Delta respectively.

Total tender prices: $43.3 million

B.C. MOT. “South Coast Region Projects. *th.gov.bc.ca*, Captured October 10, 2004. Via Wayback Machine. https://web.archive.org/web/20041010135228/http://www.th.gov.bc.ca/highwayprojects/south_coast.htm

Ibid. Updated December 7, 2005. Captured January 2, 2006. Via Wayback Machine. https://web.archive.org/web/20060106054316/http://www.th.gov.bc.ca/highwayprojects/south_coast.htm

Ibid. Updated August 13 2008. Captured September 7, 2008. Via Wayback Machine. https://web.archive.org/web/20080907184120/http://www.th.gov.bc.ca/highwayprojects/south_coast.htm

Confusing Opening[s?]

On September 27, 2008 - the new pedestrian overpass over the loop which now connects the dog park was officially opened with Transportation Minister Kevin Falcon officiating.

VACC was certainly appreciative of the new infrastructure.

The loop area became home to the new West End Dog Park.

But was that all that happened?
Speaking from the first person:
We found something odd. Something unverifiable.

Were there two ceremonies?

The Road Runner is the Transportation Ministry's organ periodical. Its November 2008 issue reports that Kevin Falcon came on October 29, 2008 to mark the completion of the Queensborough Interchange (the north end). Falcon was joined by New Westminster Mayor Mark Wright, Project Manager Tom Lowe and Project Director Bodnarchuk,

We also know that reporter Mario Bartel was at the September 27 ceremony because he took a picture and captioned it for the Burnaby News Leader of October 2, 2008 (A7).

We tried every avenue that we could think of. This is not for lack of trying.

Old VACC Usenet archives (yes, Usenet) New Westminster Record Newsstream, other papers, Road Runner, archives of the New Westminster City website.. We even tried the Record's archived site but the search looked like a needle search.

So instead of a nice bow to end this article off on, here are a list of questions:

September 27? October 29? One, both?

Why are there no additional sources? No provincial government news releases? How could the Mayor of New Westminster and the Minister of Transportation fall under the radar like this? Why did Andrew Feltham fail to mention the presence of the mayor if he was there? Whose camera was included in the Road Runner photo and where is that footage?

Feltham, Andrew. "Queensborough Bridge and Overpass Update." *Urbane Cyclist,* Vancouver and Area Cycling Coalition (HUB Cycling), Winter 2008, issue #39, *p. 9.* *https://hubcycling.ca/sites/default/files/vacc_newsletter-39-2008-winter.pdf*

From left: New Westminster Mayor Wayne Wright, Transportation and Infrastructure Minister Kevin Falcon, Project Manager Tom Lowe and Project Director John Bodnarchuk mark the completion of Queensborough Interchange improvements.

IMAGE: Road Runner photo of Kevin Falcon “October 29” opening. Take a look at the background trees. How green would they really be at the end of October?

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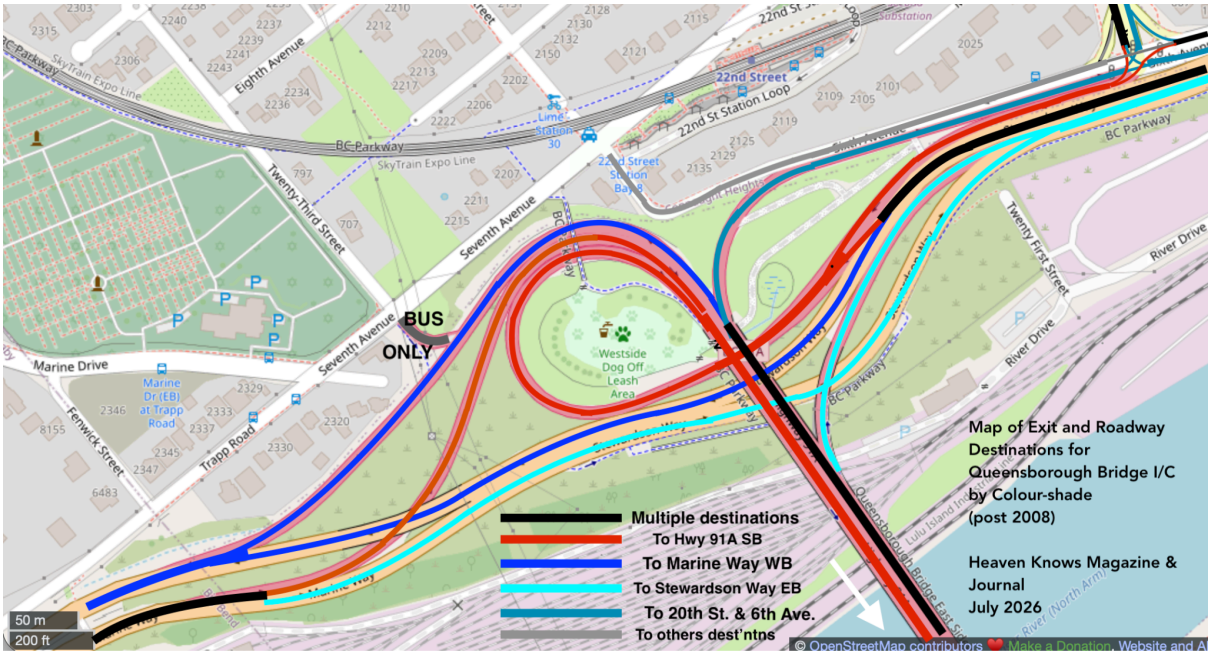

MAP: Adapted map showing present traffic destinations by colour at North End Queensborough © OpenStreetMap Contributors

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Main course: Queensborough Bridge